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Beverly Yacht Club

1907

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BEVERLY YACHT CLUB.

ANNUAL.

1907.

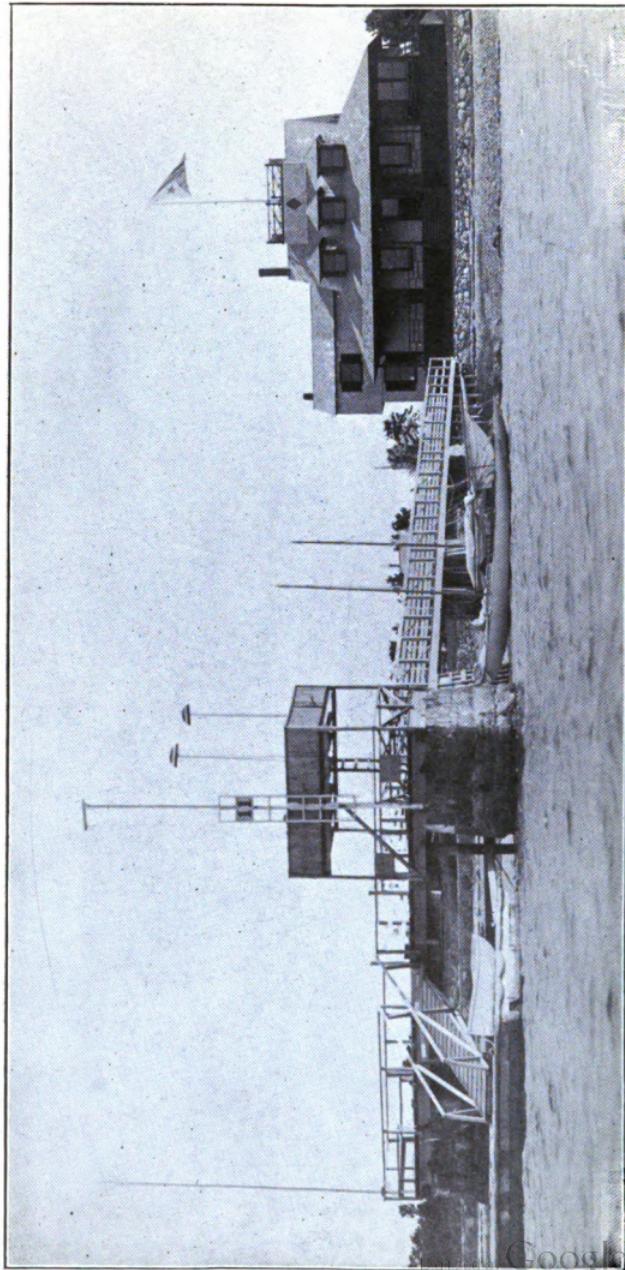
PUBLISHED BY THE CLUB SECRETARY

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A. T. BLISS & CO.,
PRINTERS
60 PEARL ST., BOSTON





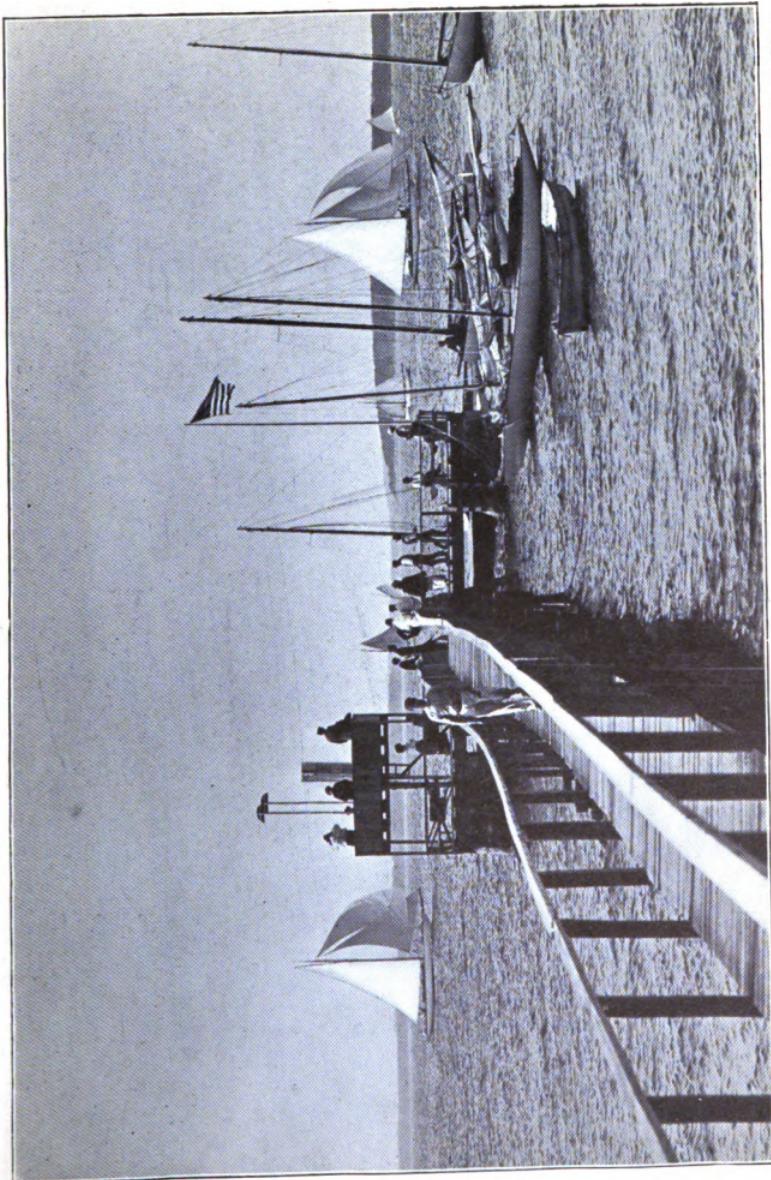
BUILT 1885.

BEVERLY YACHT CLUB-HOUSE AND PIER, WING'S NECK, MASS.

Photo by T. E. Murr.

Photo by T. E. Marr.

THE FINISH OF A RACE.



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BEVERLY YACHT CLUB.



BURGEE.



COMMODORE.



VICE-COMMODORE.

**The Beverly Yacht Club was organized in Boston with
Edward Burgess, Commodore, on February 24, 1872.**

The First Regatta was held at Beverly, on June 22, 1872.

**The First Regatta in Buzzard's Bay was held off Monument
Beach, on August 23, 1879.**

**A Club House on WIng's Neck was leased by the Club,
1895.**

The same Club House was bought by the Club, 1899.

“Litus ama altum alii teneant.”

PAST OFFICERS

	Commodore.	Vice-Commodore.	Secretary-Treasurer.	Measurer.
1872.	Edward Burgess	Wm. C. Loring	W. F. Whitney	W. W. Lewis
"	"	"	"	"
1873.	Wm. C. Loring	Samuel S. Gray	Walter Burgess	Harry W. Lamb
"	"	Walter Burgess	W. Lloyd Jeffries	"
1875.	H. H. Buck	Arthur Burgess	"	E. B. Russell
1876.	Arthur Burgess	G. A. Goddard	"	H. H. Buck
"	"	"	"	"
1878.	W. Lloyd Jeffries	George Lee	Sidney W. Burgess	Wm. D. Hodges
"	"	"	Richard D. Sears	Arthur B. Denny
1880.	"	"	"	F. E. Cabot
1881.	"	"	Sidney W. Burgess	"
1882.	Richard D. Sears	Henry Parkman	T. H. Cabot	"
"	"	"	"	"
1883.	"	"	"	"
1884.	Henry Parkman	Howard Stockton	W. Lloyd Jeffries	"
1885.	Gordon Dexter	"	"	"
"	"	"	"	"
1886.	"	"	"	"
"	"	"	"	"
1887.	"	"	"	"
1888.	H. M. Sears	"	F. E. Cabot	W. Lloyd Jeffries
1889.	John B. Paine	Geo. H. Richards	W. Lloyd Jeffries	R. C. Robbins
"	"	"	"	"
1890.	"	"	R. C. Robbins	W. Lloyd Jeffries
1891.	"	"		

Commodore	Vice-Commodore.	Secretary-Treasurer.	Measurer.
1892. H. P. Benson	Geo. H. Richards	R. C. Robbins	W. Lloyd Jeffries
1893. "	"	"	" "
1894. R. C. Robbins	"	W. Amory, and	" "
1895. "	"	" "	" "
1896. "	"	" "	A. H. Hardy
1897. Geo. H. Richards	L. S. Dabney	F. L. Dabney	" "
		Secretary Treasurer	
1898. "	"	" R. W. Emmons, ad	F. L. Dabney
1899. "	"	" " "	David Rice
		Secretary-Treasurer	
1900. "	"	"	Lawrence Whitcomb
1901. "	"	"	John Parkinson
1902. "	"	"	" "
1903. Lewis S. Dabney	W. E. C. Eustis	" "	F. E. Cabot
		Secretary Treasurer	
1904. "	"	" F. A. Eustis	L. Whitcomb
1905. "	"	" "	" "
1906. "	"	" "	" "
1907. "	"	" "	Walter S. Crane

OFFICERS 1907.

COMMODORE.

LEWIS S. DABNEY.

VICE-COMMODORE.

W. E. C. EUSTIS.

SECRETARY.

F. A. EUSTIS,

131 STATE STREET, BOSTON.

TREASURER.

WALTER S. CRANE,

50 CONGRESS STREET, BOSTON.

MEASURER.

F. E. CABOT.

MEMBERS OF THE COUNCIL AT LARGE.

N. H. EMMONS.

E. M. FARNSWORTH.

REGATTA COMMITTEE.

F. E. CABOT, *Chairman.*

JOSHUA CRANE.

F. A. EUSTIS.

H. N. EMMONS.

CHARLES H. TAYLOR, JR.

R. W. EMMONS, 2d. CHARLES WHITTEMORE.

HOUSE COMMITTEE.

H. N. RICHARDS, *Chairman.*

LOUIS BACON.

W. E. C. EUSTIS.

N. H. EMMONS.

WALTER S. CRANE.

ADMISSION COMMITTEE.

F. A. EUSTIS.

JOHN PARKINSON, JR.

S. G. KING.

DAVID RICE.

F. W. SARGENT.

SCHEDULE OF RACES.

SEASON OF 1907.

394	Saturday, June 15	First Club Race from Club House.
395	Monday, " 17	Second Club Race "
396	Saturday, " 22	Third Club Race "
397	Saturday, " 29	First Corinthian Race "
398	Thursday, July 4	Sweepstake and Motor Boat Races "
399	Saturday, " 6	Second Corinthian Race "
400	" " 13	Third Corinthian Race "
401	" " 20	Fourth Corinthian Race "
402	" " 27	Fifth Corinthian Race "
403	" Aug. 3	Sixth Corinthian Race "
404	" " 10	Tournament Race, each class
	" " 17	Van Rensselaer Race, Marion
405	" " 24	Mattapoisett Open.
406	Friday, " 30	Cataumet Open.
	Saturday, " 31	Sippican Yacht Club Race
407	Monday, Sept. 2	Open and Motor Races, Club House
408	Saturday, " 7	Seventh Corinthian Race "

NOTE.—The Races marked "Club Race" will be open only to Club members, but the boats may be sailed by professionals. The Races marked "Corinthian" will be open to Club members only, and the boats must be sailed by Club members. The Corinthian races *only* will count for Championship.

SPECIAL PRIZES FOR 1907.

A Cup has been offered by GEN. C. J. PAINE for the 21-Footer making the best record according to the Beverly Yacht Club system of marking for the season.

A Cup has been offered by Mr. F. A. EUSTIS for the 15-Footer Sailed by a LADY MEMBER of the Club making the best record according to the Beverly Yacht Club system of marking for the season.

LIST OF YACHTS.

YACHT.	OWNER.	HTG.	Length Over All	Beam. L. W. L.	Length L. W. L.	Width When Drawn	Port.	Builder.	Designer.
ACRIS.....	Wm. O. Taylor.....	Launch	47	40 6	8 8	3	1906	63	29 15
ADELLA.....	A. B. Hastings.....	Launch	28	26	6	2 6	1903	..	7
ALADDIN.....	James H. Dwineil.....	Cat	31	13	6 3	1 4	...	..	..
AMANITA III..	Joshua Crane.....	J & M	36	20 8	7 9	6	1905	50	54 5
ANITA.....	R. T. Crane, 3d	Sloop	46	6 30	10 10	5 4	1903	3	3 ..
ANITA.....	Walter H. Hellier	J & M	24	15	5 10	2 3	1907	3	8 16
ARAPHOE	C. F. Morse.....	Yawl	39	6 29 3	11 4	3 10	1892	30	20 23
ARABIAN	Robert Winsor.....	Sloop	46	6 30	10 10	5 4	1902	3	3 ..
ARETHUSA....	C. M. Baker.....	J & M	33	6 21	8	5 6	1902	3	8 17
ARIADNE.....	Herbert Austin	Launch	33	30	5 10	2 4	1906	44	9 16
ARIANA.....	Miss Edith Austin	Cat	17	14	....	....	1899	11	11 16
ARROW.....	E. F. Whitney	Steamer	131	131 8	12 6	4 10	....	..	36
ATRICILLA....	W. B. P. Weeks.....	Sloop	47	6 87	17	4	1904	49	49 34
ATTILA.....	C. H. Davis	Raceab't	31	31 6	8 53	3	1902	9	60 33
AVENGER	R. W. Enmans, 2d	Sloop	75	63	14 6	9 5	1907	3	3 15

BAGHZZRA	E. W. Atkinson	Sch.	64	61	15 42	8	1807	9 67	88
BAMBINO	Laurence Grinnell	Stoop	41	9 30	9 9	6 6	1804	..	8 87
BANTAM	Miss Hilda W. Williams	J & M	24	15	5 10	2 3	...	8	8 ..
BARBARA	Laurence Minot	Launch	...	25	6	22	1906	62	50 19
BARNACLE	W. E. C. Eustis	J & M	40 14	21	7 9	6	1802	22	2 5
BOB CAT	C. A. Coolidge	Cat	28	24 6	11 6	8	1806	..	47 16
BOBOLINK	Robert F. Herrick	Cat	22	18	8	14	1906	10 10	13
BOB WHITE	Richard Haughton	Cat	21	16	8	1 8	1864	47	47 19
BUOYANT	N. H. Emmons	Launch	38	....	....	....	1904	45	45 ..
CARAMBA	C. H. W. Foster	J & M	87	19	7 2	6 6	1906	17 ..	10
CAROLINE	E. W. Atkinson	Cat Yawl	19	....	....	84	...	..	88
CATSPAW	S. D. Warren	J & M	24	15	5 10	2 3	1899	8	8 18
CAYUSE	F. W. Sargent	Cat	26	19 11	9 6	2 2	1890	49	49 19
CHANTICLEER	Sidney Hosmer	Knbt	32	21	....	4 6	1897	1	6 16
CHARMER	Theo. Parsons	Schr.	67 10	46 6	14 2	6 3	1901	..	2 18
CHICO	G. P. Gardner, Jr	J & M	35 11	15	7 11	3 2	1803	14	6 7
COMPRESS	S. M. Weld	J & M	24	15	5 10	2 3	1899	8	3 ..
CRAB	H. N. Richards	Cat	17	17	....	....	..	64	.. 15
DAISY	Howard Stockton	Cat	20	9 18	8 9	2 2	1888	7	7 12

LIST OF YACHTS.—Continued.

YACHT.	OWNER.	REG.	Length All.	Over All.	Length, L.	Breadth.	Draught.	Wheen Built.	Designer.	Builder.	Port.
DARIEL.....	H. W. Harris.....	K'nbt	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	1898	..	2	24
DORIS.....	John Parkinson...	Cat	24 8	19 7	10 1	2	..	1893	49	49	15
DREAM.....	Gen. C. J. Paine	Launch	49	... ..	8 6	..	1905	45	45	6
EDITH.....	Clark King.....	K'nbt	34 6	20 11	9	8 6	1897	8	8	17	
EDITH.....	F. F. Emery, Jr.....	Sloop	49	42 6	10	7	...	25	..	6	
MINA	George P. Gardner.....	K'nbt	40 6	24 10	10 10	8 11	1900	9	41	15	
ELSA	Ezra H. Baker.....	J & M	26 10	21	8	8	20	1896	24	2	17
ESTHER	E. M. Farnsworth, Jr ..	J & M	24 6	18	7	6	2 9	1896	8	8	17
EVELYN.....	John Hitchcock	Sloop	46 6	30	10 10	5 4	1902	8	8	17	
FIDDLER.... ..	Mrs. Augustin H. Parker	J & M	24	15	6 10	2 8	1902	8	8	12	
FLICKAMAROO	Walter H. Hellier.....	J & M	24	15	6 10	2 8	1899	8	8	15	
FLY	Mary E. Williams	Sloop	24	15	5 10	2 8	...	8	8	..	
FOLLY	Frederick Winsor.....	Cat	21	13	6 3	1 4	1903	14	14	5	
46	Emily S. Reed	Cat	17	13	..	..	..	11	11	16

FULMAR	Francis C. Lowell	Raceab't	40	6 25	11	3 9	1901	.. 2 ..
GERTRUDE	W. B. P. Weeks	J & M	87	6 27	12 6	3 4	1893	30 30 34
GOTOIT	C. H. Davis	Launch	33	27 3	7 5	1 10	1903	81 20 ..
GRILSE	A. H. Rustis	Sloop	25	8 16 11	6	5	1894	23 23 5
HINDOO	N. F. Emmons	J & M	39	18	8 1	8	1904	3 3 24
HAPPY JACK...	John Hitchcock	Cat	23	7	11	24	1905	13 12 17
HOODLUM	Ward C. Burton	Sloop	31	10 21	8 6	8	1895	18 52 28
HOOKAH	Amory Leland, Jr.	Schr.	51	35	14	6 6	1900	9 6 23
HOPE	Herbert M. Sears	Stmr.	86	78	12	4	1901	16 56 ..
HOPE LESLIE .	Laurence Minot	Schr.	84	8 66	16 9	10	1896	26 53 6
HUN.....	C. H. Davis	Raceab't	25	8 17 7	7 94	2 8	1906	9 20 33
ILDICO	C. H. Davis	Launch	45	42	7	3 4	1906	31 20 33
ILLUSION	C. M. Baker	J & M	36	4 21	8 3	3 9	1904	3 3 17
IMP	G. B. Dabney	Cat	19	7 18 7	6 9	1 3	1895	13 13 13
IONA	C. E. Hellier	Cat	20	6 19 11	9 6	2 2	1899	43 22 16
ISLANDER	G. H. Richards <i>et al.</i>	J & M	84	6 24 6	10 6	2 9	....	41 41 25
JABERWOCK ...	G. U. Crocker	Cat	31	26	12	2 11	1897	.. 26 16
JACK	Robert F. Herrick, Jr.	Kn'b't	24	15	5 10	2 6	1906	3 3 12
JANET	E. B. Alford	J & M	30	8 17 9	7	4 10	1902	9 67 10

LIST OF YACHTS.—Continued.

YACHT.	OWNER.	RIg.	Length L. W. L.	Length Over All.	Beam.	Draught.	When Built.	Designer.	Builde.	Port.
JAP.....	Geo. P. Gardner, Jr.	J & M	29	38 18	8 1	8	1904	8	8	..
JAVELIN.....	Herbert Austin.....	Launch	37	36 11	5 6	2 3	1907	44	9	16
JILL.....	Robert F. Herrick.....	Kn'b't	24	15	5 10	2 6	1906	3	8	12
JUBILEE.....	J. B. Paine	Sloop	123	89	22 8	18 7	1898	21	2	3
JUB JUB.....	Howard Stockton, Jr.	J & M	24	15	6 10	2 3	1899	8	3	12
KINGFISHER...	M. H. Richardson.....	Cat	29	26	....	....	1897	39	89	16
KITTEN.....	G. H. Richards <i>et al.</i>	Cat	17	17	8 7	2	1899	49	49	26
KRIEKER.....	W. M. Jameson	Cat	29	18	9 8	2	1903	..	39	7
LA PESCADORA	A. C. Harrison.....	Cat	25	23	10 4	2 8	1904	39	39	20
LIMIT.....	Dr. M. H. Richardson	Cat	22	15	....	2 6	1902	..	46	16
LIMOSA.....	T. P. Burgess.....	Sloop	44	35	10	5	....	..	39	..
LINOTTE....	W. P. Wilson	Cat	35	23 4	11	2	1894	15	13	5
MARGARET....	Charles H. Taylor, Jr.	J & M	29	18	8 1	8	1904	3	8	15
MATKAH.....	C. W. Whittier.....	J & M	38	23	9 10	3 6	1908	17	2	..

MAY QUEEN	D. L. Whittemore	Kn'b't	43	26	10	4	8	19
MELRO	D. L. Whittemore	Cat	97	11	18	...	1895	10 10 12
MINNOW	A. H. Eustis	Cat	21	13	6	3	1 4	1908 14 14 6
MIZPAH	W. C. Brooks	Cat	26	19	6	10	2	...
MOLLIE	H. N. Richards	Launch	60	65	10	6	1 6	1908 .. 6 15
MONGOOSE	Miss E. B. Emmons	J & M	24	16	5	10	2	3 15
MOONAKIS	J. S. Fay, Jr.	J & M	35	24	11	11	2	1900
MIST	John H. Dane	Cat	26	9	23	9	...	.. ..
MULLET,.....	F. A. Eustis	Cat	21	13	6	8	1 4	1908 14 39 b
NAKOO	Willard Nye	Sloop	28	6	24	3	10	8 4 ..
NANCY II... ...	David Rice	Kn'b't	30	18	8	8	2	1908 50 39 16
NOKOMIS	A. Winsor	Kn'b't	38	3	25	11	6	8 9 1898 9 43 5
NOW THEN	Joshua Grapé	Launch	23	21	5	2	4	1908 16 54 5
OHIYESA	Ward C. Burton	J & M	81	20	7	4	1908 23 65 28	
ONAWA	Ward C. Burton.	J & M	26	10	20	2	6	1893 23 23 28
OWL.....	F. C. Paine	J & M	87	21	8	6	6	1908 14 64 5
PARTHENIA	Harry E. Converse	Star'r.	181	108	18	5	6	1908 8 8 6
PEACOCK	R. Winsor	J & M	24	16	5	10	2	8 1899 8 8 5
PHANTOM	Langdon Frothingham .	J & M	26	6	15	8	3	1908 14 6 25

LIST OF YACHTS.—Continued.

YACHT.	OWNER.	Feet.	Beam.	Druegheit.	Wheen.	Buile.	Builder.	Designer.	Port.
POMPANO.....	W. E. C. Rustis.....	J & M 39 6	ft. in. 21	ft. in. 12	7	... 22	41	5	
PONTIAC.....	J. A. Beebe.....	Sloop 46 5	10 8	5 2	1900	3	3	23	
PRAXILLA.....	John Parkinson, Jr.	Sloop 46 6	10 10	5 4	1902	3	3	15	
PRISCILLA.....	Louis Bacon.....	Schr. 55	87	... 7	1894	2	2	18	
PTARMIGAN...	F. E. Cabot.....	J & M 30	17 10	8 7	1901	11	11	25	
PUFFY DOODLE	Miss Edith Austin.....	Launch 23 6	21	5 6	1906	44	54	16	
PUZZLE	W. Amory, ad.....	Cat 20 5	19 9	9 7	2 2	1890	49	49	12
QUAKERESS....	W. F. Harrison.....	Kn'bt 33 9	21	8 11	4 4	1890	3	3	20
QUAKERESS II.	W. F. Harrison.....	Sloop 46 6	30	10 10	5 4	1902	3	3	20
QUESTION	James H. Dwinell.....	Cat 24	... 11	6	...	...	12	12	5
RACCOON.....	J. L. Stackpole.....	J & M 26 3	15	8	3	1908	14	6	18
RADIANT.	Mrs. Edith C. Baker....	J & M 33 3	21	9 10	3 8	1901	3	3	17
RAMBLER	Col. J. H. Cunningham.	Power H'bt 64 3	57	17 6	3 6	1906	2	2	6
RAMONA.....	M. N. Bray.....	Sloop 35 9	83 1	13 11	4 6	1896	49	49	6

RANZO	M. H. Richardson, Jr.	J & M	24	15	5 10	2 3	1899	3	3	16	
RELIABLE	R. W. Emmons, 2d	Launch	42	33	8 6	8 6	1905	45	45	15	
ROSAMOND.....	Miles W. Weeks.....	J & M	37 7 $\frac{1}{2}$	21	8 7	8 4	1906	49	49	34	
SEEPS.....	Samuel D. Warren.....	J & M	24	15	5 10	2 8	1905	3	3	18	
SHRIMP	G. H. Monks.....	J & M	....	15	....	....	1903	14	6	7
SHRIMP	M. H. Richardson	Cat	17	2	16	....	1897	..	44	16
SIS	R. W. Emmons, 2d	J & M	34	6	21	8	8 10	1900	8	8 15	
SMELT.....	W. E. C. Eustis	Launch	35	33	7	2	1904	38	5	5	
SPORT	Chas. J. Paine.....	J & M	42	25	10	6 3	....	9	..	5
SPRAY	H. N. Richards	Launch	30	25	6 6	3	1904	..	51	15	
SPRINT	M. H. Richardson .....	....	....	....	....	....	1897	..	14	16
SQUID.....	M. H. Richardson	Mc'Dory	23	....	....	....	1902	..	51	16
STELLA	Wm. H. Lyon.....	Cat	16	8	16 2	....	....	..	..	34
SWIFTSURE	C. E. Hellier.....	Launch	25	24	6	5 10	2 6	1902	..	42	16
TEM	W. S. Crane.....	Cat	16	14	6 6	14	....	39	39	5
TERRAPIN.....	L. S. Dabney.....	J & M	36	20	11	9	8 7	1903	3	3 13	
TINKER	Mrs. R. W. Emmons, 2d.	Kn'bt	24	15	5 10	2 3	1905	8	8	15	
THORANA	Thomas B. Wales.....	J & M	41	25	10 6	4 5	1901	9	9	5	

LIST OF YACHTS.—Continued.

YACHT.	OWNER.	REG.	Length Over All.	Length L. W. L.	Beam.	Width Aft.	Drught.	When Built.	Designer.	BUILDER.	Port.
TRAMP	Edward Hamlin..... George P. Hamlin.....	J & M Cat	38 22	21 15	.... ....	.... 2 6	.... 1899	.. 8 15	.. 89 16	.. 46 16	....
TRIDENT	C. E. Hellier.....	J & M	34	15	5 10	2 3	1899	8 15	.. 8 15	.. 8 15	....
WARDA	John Parkinson, Jr.	Kn'b't	37	9	25	11	4	1898	49 49	12	....
ULULA	W. H. Winship	Launch	37	35	8	2 5	1904	16	61	18	....
VAGABOND	Chas. A. King.....	Raceab't	29	3	23	4	4 6	1898	..	24	....
VEGA	Edgar Pierce.....	Cat	19	8	13	6 9	....	1895	13	13	5
VIF	A. Winsor, Jr.	Kn'b't	24	15	6 10	2 3	1899	8 8	12	....	....
VIM	F. W. Sargent, Jr.	Launch	....	26	....	2 6	1905	..	5	....	....
VIM	Thomas B. Wales.....	J & M	29	18	8 1	3	1904	3	3	....	....
WANDERER	A. S. Whiting	Cat	27	22	8	10 6	2 3	1898	49	23	....
WASIS	E. E. Clapp.	Cat	21	12	6 3	1 6	1903	14	64	5	....
WATERBABY ..	F. C. Paine.....	Launch	33	42	11	3 6	1901	..	6	....	....
WAZZIE	A. G. Van Nostrand....	Kn'b't	24	15	6 10	2 3	1906	8	3	12	....
WHITECAP	Wm. Vredenburg..... Sedgwick Minot.....										

WICKET	Walter Elba.....	Cat	22	18	6	4	....	... | 58 | 12
WIZARD.....	F. W. Sargent	J & M	29	18	8	3	1904	3 3 ..
WINKLE.....	Geo. P. Gardner.....	Cat	20	1	6	8	7½	.... .. .. 7
YALU	Miss Margaret Codman.	J & M	24	15	5	10	2 3	1905 3 3 12
YOUNG MISS...	D. L. Whittimore.....	Sloop	46	6	30	10	10	5 4 1902 3 3 12
YALLER DAWG	Joshua Crane.....	Cat	21	12	6	3	1 4	1905 14 14 5
ZINGARA	A. Forbes	Sloop	46	6	30	10	10	5 4 1902 3 3 19

BUILDERS.

1. W. B. Stearns, Marblehead.
2. G. Lawley & Son, So. Boston.
3. Herreshoff Mfg. Co., Bristol, R. I.
4. Embree Bros., Quincy.
5. Reuben Bigelow, Monument Beach.
6. Lawrence Jensen, Gloucester.
7. F. J. Dunn, Monument Beach.
8. Chas. Gifford, Vineyard Haven.
9. G. A. Jones, Onset.
10. N. Huckins, Jr., Onset.
11. Geo. W. Shiverick, Kingston.
12. D. & C. H. Crosby, Osterville.
13. W. F. Buzzell, Monument Beach.
14. Roger Eccles, Lynn.
15. A. M. Jenney, Mattapoisett.
16. W. B. Smith, Quincy.
17. J. F. Smith, New York.
19. C. A. Borden, Dorchester.
20. H. M. Crosby, Osterville.
22. Hanley Construction Co., Quincy.
23. Arthur Dyer, Deephaven, Minn.
25. Wood Bros., East Boston.
26. Eben Holmes, Marion.
27. J. T. Marsh, Baltimore.
28. J. F. Munn, Brooklyn.
29. Owner.
30. W. Crosby, Osterville.
34. A. Bell, Bourne.
39. W. W. Phinney, Monument Beach.
41. A. C. Howland, Monument Beach.
42. O. Sheldon, South Boston.
44. Jabez Jenney, Marion.
45. Murray & Tregurtha Co., S. Boston.
46. McIntire, Neponset.
47. Charles A. Anderson.
48. C. F. Brown, Pulpit Harbor, Me.
49. C. C. Hanley, Quincy.
50. Electric Launch Co.
51. E. G. Emmons, Swampscott.
52. Fenton & White, Manchester.
53. Geo. Knight, Nahant.
54. T. L. White, Manchester.
55. C. B. Harrington.
56. Gas Engine and Power Co.
Chas. L. Seabury Co.
57. Samuel Pine, Brooklyn.
58. S. S. Churbuck.
59. Stearns & McKay.
60. F. D. Johnson.
61. Higgins & Gifford, Gloucester.
62. W. H. Hathaway, New Bedford.
63. Newport Ship Yard.
64. Burgess & Packard.
65. Gus Amundson
66. James E. Graves, Marblehead
67. Hodgdon Bros.

DESIGNERS.

1. W. B. Stearns.
2. G. Lawley & Son Corp.
3. N. G. Herreshoff.
4. Edward Burgess.
5. Gardiner & Cox.
6. Tams, LeMoyné & Crane.
7. F. J. Dunn.
8. A. Carey Smith.
9. B. B. Crowninshield.
10. Nelson Huckings, Jr.
11. Geo. M. Shiverick
12. D. & C. H. Crosby.
13. W. F. Buzzell.
14. Burgess & Packard.
15. A. M. Jenney.
16. Arthur Binney.
17. E. A. Boardman.
18. John Purdon.
19. Samuel Pine.
20. H. M. Crosby.
21. John B. Paine.
22. W. E. C. Eustis.
23. Arthur Dyer.
24. Sidney W. Burgess.
25. Ratsey & Co.
26. C. B. Harrington.
27. Prior & Clark.
28. Isaac B. Mills.
29. William Rodgers.
30. W. Crosby.
31. Morgan Barney.
32. C. F. Herreshoff.
33. Small Bros.
44. Norman L. Skene.
45. Murray & Tregurtha Co.
49. C. C. Hanley.
50. Owner.
51. E. G. Emmons.
52. Electric Launch Co.
53. Wm. E. Waterhouse.
54. Swazey, Raymond & Page.

LIST OF PORTS.

1. Gloucester.
2. Nahant.
3. Beverly.
4. Cotuit.
5. Cataumet.
6. Boston.
7. Monument Beach.
8. Edgartown.
10. Marblehead.
11. Constantinople.
12. Wareham.
15. Bourne.
16. Marion.
17. Chapoquoit.
18. Mattapoisett.
19. Naushon.
20. Wood's Hole.
22. East Wareham.
23. Falmouth.
24. Quissett.
25. Pocasset.
26. Philadelphia.
28. Deephaven.
30. Wild Harbor.
32. Onset.
33. South Yarmouth.
34. West Falmouth.
35. Osterville.
36. New York.
37. So. Dartmouth.
38. New Bedford.

OFFICIAL NUMBERS OF RACING YACHTS.

Thirty Foot, One Design Class

NUMBER.	NAME.	NUMBER.	NAME.
A-0.....	YOUNG MISS	A-5.....	QUAKERESS II
A-1		A-6.....	PONTIAC
A-2.....	EVELYN	A-8.....	ZINGARA
A-3.....	PRAXILLA	A-10.....	ANITA
A-4.....	ARABIAN		

Twenty-Five Foot, Restricted Class

B-0.....	MAY QUEEN	B-3.....	WHITE HERON
B-1.....	THORANA	B-4.....	ULULA
B-2.....		B-5.....	NOKOMIS

Twenty-One Foot, Restricted Class

C-0.....	RADIANT	C-6.....	ROSAMOND
C-1.....	ARETHUSA	C-7.....	TERRAPIN
C-2.....	QUAKERESS	C-8.....	ILLUSION
C-3.....	EDITH	C-9.....	BARNACLE
C-4.....	AMANITA III	C-10.....	SIS
C-5.....	OWL		

Eighteen Foot, One Design Class

K-1.....	MARGARET	K-4	JAP
K-2.....	WIZARD	K-5.....	WANDERER
K-3.....	HINDOO		

Fifteen Foot, One Design Class

E-0.....	VIM	E-12.....	CATSPAW
E-1.....	FLICKAMAROO	E-13.....	AVALON
E-2.....	PEACOCK	E-14.....	TOBEY
E-3.....	EAGLET	E-15.....	YALU
E-4.....	TINKER	E-16.....	JACK
E-5.....	JUB JUB	E-17.....	JILL
E-6.....	UARDA	E-18.....	CHICO
E-7.....	FLY	E-19.....	ANITA
E-8.....	RANZO	E-20.....	BANTAM
E-9.....	SEEPS	E-21.....	MONGOOSE
E-10.....	COMPRESS	E-22.....	WHITECAP
E-11.....	FIDDLER		

M E M B E R S .

No.	NAME.	RESIDENCE.	Date of Election.
98	Adams, A. A.	Brookline.	Feb. 1900
96	Alford, Edward,	"	Aug. 1899
145	Ames, F. Lothrop,	Boston.	Feb. 1905
22	Amory, Wm., 2d,	"	1886
139	Atkinson, Edward W.	"	June 1904
	Austin, Miss Edith,	Marion, Mass.	Jan. 1899
153	Austin, Herbert,	Boston.	1906
172	Austin, Francis B.	"	Apr. 1907
28	Bacon, Louis,	"	1889
150	Baker, Arthur M.	"	June 1905
56	Baker, C. M.	"	1895
	Baker, Mrs. Edith C.	"	Apr. 1902
106	Baker, Ezra H.	"	June 1901
115	Baker, Ezra R.	"	Apr. 1902
114	Beebe, C. P.	"	Nov. 1901
97	Beebe, J. A.	"	Aug. 1899
25	Bray, M. N.	"	1888
47	Brewer, Charles,	"	1894
57	Brooks, W. C.	"	1895
184	Burgess, W. Starling,	"	Apr. 1904
157	Burgess, Theodore P.	"	Aug. 1905
48	Burton, Ward C.	Deephaven, Minn.	1894
5	Cabot F. Elliot,	Boston.	Apr. 1877
94	Clapp, Elmer E.	Dedham.	June 1899
30	Cobb, John C.	Boston.	1890
14	Codman, James M.	Brookline.	1882
	Codman, Miss Margaret,	Boston.	July 1903
12	Codman, Richard,	"	1881
108	Converse, Frederick S.	"	July 1900
87	Converse, H. E.	"	Dec. 1898

No.	NAME.	RESIDENCE.	Date of Election.
58	Coolidge Charles A.	Boston.	May 1895
1	Coolidge, John T.	"	Mar. 1875
95	Coolidge, Wm. H.	"	July 1899
160	Cox, William F.	New York.	Apr. 1906
26	Crane, Joshua,	Boston.	1888
120	Crane, R. T., 3d,	New York.	June 1902
86	Crane, W. S.	Boston.	Aug. 1898
59	Crocker, Geo. U.	"	1895
49	Crowell, H. S.	"	1894
100	Cunningham, Col. J. H.	"	May 1900
166	Dabney, Charles W.	Westwood.	July 1906
	Dabney, Mrs. Elizabeth E.	Boston.	July 1904
81	Dabney, F. L.	"	1890
60	Dabney, G. B.	"	1895
32	Dabney, Lewis S.	"	1890
101	Dane, John H.	"	June 1900
129	Davis, Charles H.	New York.	May 1903
44	Dennison, Chas. S.	Boston.	1893
159	Dwinell, Jas. H.	Winchester.	Jan. 1906
151	Eager, Arthur W.	New York.	July 1905
50	Edwards, R. J.	Boston.	1894
105	Ela, Dr. Walter,	Cambridge.	Apr. 1901
51	Ellis, John H.	Boston.	1894
6	Emery, F. F., Jr.	Spokane, Wash.	Aug. 1877
	Emmons, Miss E. B.	Boston.	July 1902
185	Emmons, H. N.	"	Apr. 1904
88	Emmons, N. F.	Cambridge.	Jan. 1899
19	Emmons, N. H.	Boston.	1885
33	Emmons, R. W., 2d,	"	1890
	Emmons, Mrs. R. W., 2d	"	July 1902
87	Eustis, A. H.	"	1892

No.	NAME.	RESIDENCE.	Date of Election.
38	Eustis, F. A.	Boston.	1892
27	Eustis, W. E. C.	"	1888
76	Farnsworth, E. M.	"	1897
92	Farnsworth, E. M., Jr.	Cambridge.	May 1899
85	Fay, J. S., Jr.	Boston.	June 1898
39	Fenno, E. N., Jr.	"	1892
144	Field, F. F.	Brockton.	1895
149	Flagg, Dr. Elisha,	Boston.	June 1905
138	Forbes, Alexander,	Milton.	May 1904
20	Forbes, Ralph E.	Boston.	1885
72	Forbes, Waldo E.	Milton.	1896
10	Foster, C. H. W.	Boston.	1880
107	Frothingham, Jos. L.	"	June 1901
77	Frothingham, Dr. L.	"	1897
8	Gardner, Geo. P.	"	July 1876
124	Gardner, Geo. P., Jr.	"	Feb. 1903
	Garfield, Mrs. I. McD.	"	July 1902
174	Gifford, Paul,	Fall River.	May 1907
7	Goddard, Geo. A.	Boston.	1878
154	Grinnell, Lawrence,	S.Dartm'th, Mass.	July 1905
148	Hall, John L.	Boston.	June 1905
52	Hamlin, Edward.	"	1894
78	Hamlin, Geo. P.	"	1897
16	Hardy, A. H.	"	1883
88	Harris, H. W.	New York.	Feb. 1898
79	Harrison, Alfred C.	Philadelphia.	1897
80	Harrison, Wm. F.	"	1897
109	Hastings, A. B.	Campello.	July 1901
125	Haughton, Richard,	Philadelphia.	Feb. 1903
82	Hellier, C. E.	Boston.	Jan. 1898
164	Hellier, Walter H.	"	June 1906

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No.	NAME.	RESIDENCE.	Date of Election.
122	Herrick, R. F.	Boston.	July 1902
163	Herrick, R. F., Jr.	Milton.	Apr. 1906
108	Hitchcock, John,	Boston.	June 1901
170	Hobbs, Franklin W.	"	Apr. 1907
165	Hosmer, Sidney,	"	July 1906
152	Jackson, James,	"	July 1905
148	Jameson, W. M.	Cambridge.	Aug. 1904
131	Jameson, W. S.	"	July 1903
35	Jones, C. H.	Boston.	1891
89	Jones, Paul,	"	Jan. 1899
147	King, Charles A.	"	Apr. 1905
110	King, Clark,	"	July 1901
173	King, Franklin,	Boston.	May 1907
45	King, Samuel G.	"	1893
116	Leland, Amory, Jr.	Cambridge.	Apr. 1902
117	Leland, Dudley R.	New York.	Apr. 1902
2	Lowell, Francis C.	Boston.	May 1875
132	Lyon, Rev. Wm. H.	Brookline.	Aug. 1903
168	Miller, E. P.	Boston.	July 1900
93	Minot, Laurence,	"	May 1899
161	Minot, Vredenburgh,	"	Apr. 1906
162	Minot, William,	"	1906
126	Monks, Dr. Geo. H.	"	Feb. 1903
156	Morgan, Charles,	New York.	Aug. 1905
40	Morse, C. F.	Kansas City, Mo.	1892
73	Nye, Willard,	New Bedford.	Feb. 1896
61	Packard, F.	Brockton.	1895
17	Paine, C. J.	Boston.	1883
158	Paine, Frank,	Weston.	July 1905
21	Paine, J. B.	"	1885
	Parker, Mrs. Augustin H.	Boston.	Feb. 1903
23	Parkinson, John,	"	1886

No.	NAME.	RESIDENCE.	Date of Election.
62	Parkinson, John, Jr.	Boston.	1895
102	Parsons, Theophilus,	"	June 1900
133	Patten, William S.	"	Nov. 1908
155	Perkins, Frank,	"	Aug. 1905
118	Perkins, Robert F.	"	Apr. 1902
99	Pierce, Edgar,	"	Feb. 1900
	Reed, Emily S.	"	Feb. 1906
74	Rice, Arthur W.	"	1896
63	Rice, David,	"	1895
11	Richards, Geo. H.	"	July 1880
34	Richards, Henry N.	"	1890
84	Richardson, Dr. M. H.	"	Mar. 1898
121	Richardson, M. H., Jr.	"	June 1902
	Richardson, Miss Mary,	"	Dec. 1905
142	Richmond, Charles,	Brockton.	July 1904
171	Saltonstall, Robert,	Boston.	Apr. 1907
136	Sargent, Daniel,	"	May 1904
15	Sargent, Francis W.	"	1882
91	Sargent, F. W., Jr.	Cambridge.	Apr. 1899
187	Sargent, H. J.	Boston.	May 1904
29	Sears, Fred R., Jr.	"	1889
18	Sears, H. M.	"	1884
119	Snow, Fred E.	"	Apr. 1902
36	Stackpole, J. L.	"	1891
	Stockton, Miss Eleanor,	"	May 1900
4	Stockton, Howard,	"	Aug. 1876
90	Stockton, Howard, Jr.	"	Mar. 1899
24	Stockton, Lawrence M.	"	1886
64	Taft, E. A.	"	1895
65	Taylor, Chas. H.	"	1895
53	Taylor, Chas. H., Jr.	"	1894

No.	NAME.	RESIDENCE.	Date of Election.
54	Taylor, W. O.	Boston.	1894
75	Tolhurst, H. W.	Pittsfield, Mass.	1896
111	Tolman, Fred S.	Brockton.	July 1901
66	Van Nostrand, A. G.	Boston.	1895
67	Wales, T. B.	Wellesley Hills.	1895
8	Warren, S. D.	Boston.	Feb. 1879
112	Waterhouse, Moses C.	Bourne, Mass	July 1901
113	Weeks, Andrew G.	Boston.	Aug. 1901
146	Weeks, Miles W.	"	Feb. 1905
55	Weeks, W. B. P.	"	1894
141	Weld, Philip B.	Dedham.	July 1904
18	Weld, S. M.	Boston.	1881
81	Whitcomb, Lawrence,	"	Dec. 1897
167	White, Harry K.	"	Aug. 1906
140	Whiting, Allen S.	"	July 1904
128	Whiting, Wm. S.	"	Mar. 1903
9	Whitney, Ed. F. (Hon.)	New York.	1879
68	Whittemore, Charles,	Cambridgeport.	1895
69	Whittemore, C. T.	"	1895
41	Whittemore, D. L.	"	1892
180	Whittier, Chas. W.	Milton.	May 1903
	Williams, Miss H. W.	Boston.	Aug. 1903
169	Williams, J. Randall, Jr.	Philadelphia.	Dec. 1906
	Williams, Miss Mary,	Brookline.	July 1904
46	Wilson, W. P.	Boston.	1898
42	Winship, Wm. H.	"	1892
43	Winsor, Alfred,	"	1892
70	Winsor, Alfred, Jr.	"	1895
123	Winsor, Frederick,	Concord.	July 1902
71	Winsor, Robert,	Boston.	1895
104	Winsor, Robert, Jr.	"	Jan. 1901

CONSTITUTION AND BY-LAWS.

ARTICLE I.

NAME.

The name of this organization is the BEVERLY YACHT CLUB.

ARTICLE II.

OFFICERS.

The officers shall be a Commodore, Vice-Commodore, Secretary, Treasurer and Measurer.

The Commodore and Vice-Commodore must be yacht owners at the time of their election.

ARTICLE III.

ELECTION OF OFFICERS.

Officers shall be elected by ballot at the annual meeting and shall hold office for one year or until their successors are elected.

Vacancies may be filled at any meeting, notice thereof having been sent with the call for the meeting.

A majority of the votes cast shall be necessary to an election.

ARTICLE IV.

DUTIES OF OFFICERS.

COMMODORE.

It shall be the duty of the Commodore to take command of the Club squadron and to preside at all meetings.

VICE-COMMODORE.

It shall be the duty of the Vice-Commodore to assist the Commodore and to officiate in his absence.

SECRETARY.

It shall be the duty of the Secretary:—

To keep a record of the proceedings of all meetings in a book provided for that purpose and to have the custody of all reports and documents connected with the Club.

To keep a correct roll of all the members, also a list of the name, racing-number, dimensions, rig and ownership of each yacht enrolled in the Club.

To notify members-elect of their election and to notify each member of every meeting and regatta.

To have printed and to distribute to each member before June 1st of each year a Club book containing a list of officers and standing committees; list of yachts enrolled in the Club, with their racing-number, dimensions, rig and ownership; list of members; Constitution and By-Laws; Racing Rules, House Rules; and an account of the races sailed the previous season, together with such other information as the Council may direct.

To make a report of the general condition of the Club at the annual meeting.

To act as secretary to the Admission Committee and to send to the members of said Committee the names of candidates for membership and their sponsors, with any particulars received regarding said candidates.

TREASURER.

It shall be the duty of the Treasurer to have charge of the funds of the Club and of their collection and disburse-

ment under the supervision of the Council; to keep in books belonging to the Club a correct account of his receipts and disbursements and to present a detailed account thereof and a statement of the Club's financial condition at the Annual Meeting.

MEASURER.

It shall be the duty of the Measurer to measure all yachts enrolled in the Club, to make a return of their measurement to the Secretary and furnish a certificate of the same to the owner.

ARTICLE V.

MEETINGS.

The Annual Meeting shall be held the second Friday in December.

The Commodore may call Special Meetings at his discretion and shall do so at the written request of three members, two of whom must be yacht owners.

At Special Meetings no business shall be transacted except that stated in the notice of the meeting.

Notice of the Annual Meeting with a list of all nominees for officers and for elective committees for the ensuing year shall be sent to each member at least six days previous to the meeting; of all Special Meetings and the purposes for which they are called at least three days before such meetings; and of all regattas at least six days previous thereto.

ARTICLE VI.

ORDER OF BUSINESS.

The following order of business shall be observed at the Annual Meeting:—

Reading of Minutes.

Report of Council.

“ “ Regatta Committee.
“ “ House “
“ “ Secretary
“ “ Treasurer.
“ “ Nominating Committee.

Elections.

Unfinished Business.

Miscellaneous “

Adjournment.

Provided, however, that the order may be changed by a vote of the majority of those present.

ARTICLE VII.

QUORUM AND VOTING.

A quorum at any meeting shall consist of seven members.

Upon questions directly affecting the Racing Rules and the government of yachts and regattas, only yacht owners, whose yachts are duly enrolled on the Club's record, shall vote and no owner, by reason of owning more than one yacht, shall be entitled to more than one vote.

Voting may be by proxy.

ARTICLE VIII.

STANDING COMMITTEES.

At each Annual Meeting there shall be elected on separate ballots a Regatta Committee, House Committee, Admission Committee and two members of the Council, and the Commodore shall appoint a Nominating Committee on or before the first day of November each year.

These Committees shall hold office for one year or until others shall be chosen in their stead and each Committee may fill vacancies in its membership.

ARTICLE IX.

DUTIES AND NUMBER OF COMMITTEES.

REGATTA COMMITTEE.

The Regatta Committee shall consist of seven members.

They shall organize by the election of a Chairman and a Secretary and shall keep a record of their proceedings.

They shall have the direction and control of all races sailed under the auspices of the Club and shall make a report of the same in writing to the Club Secretary immediately thereafter.

They shall decide all questions that arise in the sailing of such races, but no member of the Regatta Committee shall take part in the discussion or decision of any disputed question in which he is directly interested. They shall have power to disqualify a yacht that shall have violated any rule of the Club and to postpone any race or order it to be resailed, should either seem to them desirable.

There shall be no appeal from the decision of this Committee, but they may, in their discretion, refer any matter before them to the Council or to the Club, for final decision.

HOUSE COMMITTEE.

The House Committee shall consist of five members.

They shall organize by the election of a Chairman and a Secretary and shall keep a record of their proceedings.

They shall have general supervision and control of the Club House and the property contained therein, also the buildings, lands, piers and all other property of the Club.

They shall prescribe and post on the Bulletin Board such rules and regulations as they may deem necessary for the proper government of the Club House and grounds.

They shall hire all employees they may deem necessary and determine their compensation.

They shall fix the prices of refreshments and charges of all kinds at the Club House.

They shall make all necessary purchases for the proper maintenance of the Club House and for the supplying of refreshments and shall audit all bills therefor.

They shall have power to suspend any member who shall violate any of their rules or whose conduct appears to them to be injurious to the good order or welfare of the Club, until the next meeting of the Club, whether Annual or Special, and at such meeting they shall report the offence and the name of the offender to the Club for its action.

They shall report to the Treasurer on the first of each month the amount due from each member for charges incurred at the Club House during the month preceding.

ADMISSION COMMITTEE.

The Admission Committee shall consist of five members, at least three of whom shall be yacht owners.

On receipt from the Secretary of names of candidates for membership, each member of the Admission Committee shall carefully examine and consider the qualifications and fitness of each candidate and shall return his vote for or against each candidate to the Secretary.

COUNCIL.

The Council shall consist of the Flag Officers, Secretary, Treasurer, Chairmen of the Regatta and House Committees and two other members of the Club.

They shall keep a record of their proceedings.

They shall control the policy and have charge of the finances of the Club.

They shall appropriate to the use of each Committee and of the Secretary and Treasurer such sums of money as they deem for the best interest of the Club and within its resources.

Four members shall constitute a quorum.

NOMINATING COMMITTEE.

The Nominating Committee shall consist of three members.

They shall nominate all Officials and members of elective Committees and shall report to the Secretary on or before November 15th a list of such nominations to be sent with the notice of the Annual Meeting.

This provision shall not exclude the nomination of any other candidate; but no member shall be eligible for election to any office unless his name together with that of the person nominating him shall have been sent to the Secretary on or before November 15th.

ARTICLE X.

ELECTION OF MEMBERS.

Election of Members shall be by the Admission Committee, four affirmative votes being necessary to elect and two adverse votes shall exclude.

Candidates for membership must be proposed and seconded by a member in writing and such proposal sent to the Secretary.

Any woman is eligible for election to the Club as a

Flag Member and shall, upon election, pay annual dues, but no entrance fee.

Such membership shall carry only the following privileges:—to fly the Club burgee, to have yacht enrolled in the Club, to enter and sail yacht in Club races and to the use of Club House and floats.

ARTICLE XI.

DUES.

Each member, on his election, shall pay the sum of fifteen dollars as entrance fee and fifteen dollars as dues for the current year, except that members elected after October 31st shall not be liable for annual dues for that year. If said sums be not paid within thirty days after notification, such election shall be null and void.

Each subsequent annual payment shall be fifteen dollars and shall become due on the first of January in each year.

Members who are absent from the United States during the whole fiscal year, commencing on the second Friday in December, shall be exempt from their dues for such year, provided they give notice of their intended absence to the Secretary.

If the indebtedness of any member to the Club be not paid within two weeks after notice given, his name with the amount of his indebtedness shall be posted on the Club bulletin board and he shall be refused further credit until said indebtedness be discharged. If any member shall not have paid his annual dues or his indebtedness to the Club within two months after notice given, he shall cease to be a member.

Such delinquent may be reinstated in the Club by the affirmative vote of five members of the Council, provided he

shall have paid all amounts due by him to the Club, at least two weeks previous to the meeting of the Council, at which his case is considered.

ARTICLE XII.

EXEMPTION FROM DUES AND EMPLOYMENT OF ASSISTANTS.

The Secretary, Treasurer and Measurer shall be exempt from annual dues and shall have power to employ assistants, if necessary, at such compensation as the Council may determine.

ARTICLE XIII.

RESIGNATION.

Resignation must be made to the Secretary in writing and shall not be accepted until the member is clear from all indebtedness to the Club.

No resignation received after January 1st shall relieve the member from his annual dues for the current year.

ARTICLE XIV

SUSPENSION AND EXPULSION.

In case of any occurrence injurious to the welfare of the Club, any member implicated therein may be suspended or expelled by a vote of the majority of the members present at any meeting. A copy of the charges preferred against such member shall be sent to him at least one week before the meeting at which the same are to be considered, together with a notice of the time and place of such meeting.

ARTICLE XV.

ENROLMENT.

Any yacht owned by a member or members of the Club may be enrolled in the Club fleet upon the owner or owners

filling with the Secretary a description of the yacht, but no yacht shall be entitled to sail in any Club race until the Measurer has filed with the Secretary a certificate of her measurement.

ARTICLE XVI.

CHANGES IN YACHT OR OWNERSHIP.

A member buying or selling a yacht shall at once notify the Secretary in writing; and similar notice shall be given of changes in rig, dimensions, private signal and of alteration from keel to centre-board or from centre-board to keel.

ARTICLE XVII.

DISTINGUISHING SIGNAL, PENNANTS, ETC.

The distinguishing signal of the Club shall be a pointed burgee, its luff being two thirds of its length; the device a red five pointed star, in diameter one quarter the greatest width of the burgee, placed in the center of a white triangle whose base is the luff and whose apex is the center of the burgee; the rest of the burgee blue.*

The Commodore shall display a broad pennant with a white foul anchor surrounded by thirteen white five-pointed stars in a circle on a blue field.

The Vice-Commodore shall display a broad pennant with the same device on a red field.

Each yacht shall have a distinguishing signal flag and shall show it when signalled by another yacht.

NOTE.— *Signals may be obtained of R. M. Yale, 45 South Market St., Boston, or I. W. Wheeler & Co., 64 Commercial St., Boston.

Each yacht shall have a number assigned by the Regatta Committee, which shall be recorded in the Club book and shall be known as her official number.

A yacht entered for a race shall display her number on both sides of the mainsail above the reef points and at an equal distance from the luff and leach. Such number shall be issued by the Club, on application, but no yacht shall be entitled to more than one set at the expense of the Club in any one year.

ARTICLE XVIII.

AMENDMENTS.

The Constitution and By-Laws may be amended at any meeting by a two thirds vote of the members present, provided notice of the proposed amendment is given in the call for the meeting.

HOUSE RULES.

1. Rooms will be one dollar a day or any part of a day, and members may engage them by writing to D. H. Kendrick, Pocasset, Mass., a day or two before they wish to occupy them. They must notify him how many to expect and what to provide in the way of food.
2. Lunch will be served on race days at seventy-five cents a plate, and no special orders will be served, until after 2 P.M., to others than occupants of rooms.
3. Strangers will be admitted to the Club when accompanying a member or a member's family, or when presenting invitation cards signed by a member of the House Committee.
4. Ladies admitted to the Club House at all times between the hours of 10 A.M. and sunset.
5. The Club House will be opened for the use of members daily from April fifteenth to November first, on giving suitable notice.
6. Members wishing to extend to strangers (those who reside at a greater distance than twenty miles from the Club House) the privileges of the Club House will find at the Club House cards of invitation with blank spaces for the name of the guest and the length of time desired. These cards must be signed by a member of the House Committee.
7. Members, or those entitled to privileges as such, must sign a card for everything furnished by the Club.

8. For the benefit of members stopping at the Club House, the Club will supply tea or coffee, milk, butter, bread, oatmeal, potatoes, sugar, salt, etc., at the cost of one dollar (\$1.00) per day in addition to the charge for the room. All vegetables, meat, fish, and eggs will be extra, and can be obtained by the Steward from the local dealers.

9. Members staying at the Club House and ordering provisions of any kind not furnished by the Club are requested to see that their bills are submitted to them by the Steward, and settled by them before their departure.

NOTE.—Through the kindness of the Cataumet Golf Club the use of their links has been extended to those members of the BEVERLY YACHT CLUB who are staying at the Club House.

Carriages can be procured from Mr. Mehuren, the Station Agent at Pocasset.

RACING RULES.

MANAGEMENT OF RACES.

The following Racing Rules shall govern all the races of the Club and any race sailed under its auspices unless otherwise specified between the parties making the race; but, as no rules can be devised capable of meeting every incident and accident of sailing, it shall be the duty of the Regatta Committee to decide any question which may arise, not provided for in these rules; and all attempts to win a race by other means than fair sailing and superior speed and skill are to be discouraged.

RULE I.

CLASSIFICATION.

Yachts shall be divided into Classes, according to their length on the water-line, as follows:—

UNRESTRICTED CLASSES.

First Class, all yachts not over thirty feet, and over twenty-five feet. Second Class, all yachts not over twenty-five feet, and over twenty-one feet. Third Class, all yachts not over twenty-one feet, and over eighteen feet. Fourth Class, all yachts not over eighteen feet, and over fifteen feet. Fifth Class, all yachts not over fifteen feet.

RESTRICTED CLASSES.

CLASS A.—One Design 30-Footers.

CLASS B.—Twenty-five Foot Restricted.

CLASS C.—Twenty-one Foot Restricted.

CLASS D.—Eighteen Foot Restricted.

CLASS K.—One Design 18-Footers.

CLASS E.—One Design 15-Footers.

The racing length for unrestricted classes shall be the load water-line; this shall be measured in a straight line between the furthest point forward and the furthest point aft, where the hull, exclusive of the rudder or rudder post, is intersected by the surface of the water, when the yacht is afloat in smooth water, and in racing trim. The maximum number of the crew, and weight of ballast which the owner elects to carry in any race, shall be on board at the time of measurement. The weight of the crew for purposes of measurement shall average not less than 150 pounds for each person, for which dead weight may be substituted, and shall be placed amidships at the point of the greatest beam at the water-line, or in such position as to place the yacht in racing trim, as directed by the Measurer.

NOTE.—Anyone desiring to have a boat measured on the day of a race will find Mr. Edward H. Burgess, Assistant Measurer, at the Club House after 11 a. m. Members desiring to have their boats measured on days other than race days can make an appointment by writing to Edward H. Burgess, Monument Beach, Mass.

A fee of one (1) dollar will be charged for measurement in all classes. F. E. Cabot has been appointed official inspector by the Club; address 55 Kilby Street, Boston.

RESTRICTED CLASSES.

One Design 30-Footers.

Class to be called Buzzards Bay One Design 30's.

Dimensions as follows:—

OVER ALL.—46 feet 6 inches.

WATER LINE.—30 feet.

BEAM.—10 feet 10 inches.

DRAFT.—5 feet 4 inches.

OUTSIDE FIXED BALLAST.—10,000 pounds.

TOTAL AREA WORKING SAILS.—1,325 square feet.

TONNAGE, GROSS.—10.42.

TONNAGE, NET.—8.73.

SAILS.—Mainsail, fore staysail, jib, balloon jib, spinnaker, sprit-topsail, trysail.

RULES GOVERNING CLASS.

The owners of the 30-footers on May 1st, 1902, having met together have mutually agreed:

1. That they reserve for themselves the right of admitting to participation in their races any new boats constructed upon the same lines after June 1, 1902.

2. That in case of sale by any one of their number to any one not a member of the BEVERLY YACHT CLUB, that they reserve the right of admitting or not admitting the new owner to participation in their races.

3. That no part of the equipment of these boats as received from the builders (not including the extras) shall be removed from the boats previous to any race.

4. That the boats shall be hauled out not oftener than once in two weeks, and shall not remain on the ways more than three consecutive days, except in case of necessary repairs.

5. That the crews to be carried when racing shall be composed of not more than five men, three of whom may be professionals.

6. That they will not use sprit-topsails or trysails when racing.

7. At a meeting of owners of the 30 footers on January 27, 1903, it was voted that sails may be procured from sail-makers other than the Herreshoff Mfg. Co., provided that such sails conform as nearly as possible to the original sail plan.

Twenty-Five Footers.

LENGTH L. W. L.—The length on the load water-line shall not exceed twenty-five feet, measured with full equipment on board.

At the measured points of immersion, on bow and stern, the boats shall be marked by the Measurer with plainly discernible permanent marks.

BEAM.—The beam at load water-line shall be at least nine feet.

DRAFT.—The draft without centreboard shall be not less than three feet six inches.

FREEBOARD.—The freeboard shall be not less than twenty-four inches on minimum beam. A reduction of one inch freeboard allowed for every increase of four inches in beam.

BALLAST.—Outside ballast, weighing at least forty-five hundred pounds, shall be bolted to the keel. Certificate of weight shall be furnished the Measurer by the designer and builder.

CENTREBOARD.—Centreboard shall be made of wood and shall not be ballasted with more than sixty pounds of metal.

DECK.—To be wholly decked, except the space for cabin trunk, cockpit and hatches. The cockpit to be water tight, with scuppers draining outboard.

CABIN HOUSE AND FIXTURES.—Cabin-house shall be not less than nine feet in length, and in width not less than five-eighths of the over-all beam of boat. Cabin shall be fitted at each end with bulkhead not less than three-fourths inch thick; transom on each side; three lockers, one for dishes; one folding berth forward; stand for stove.

HEAD-ROOM AND CABIN FLOOR.—The head-room in cabin shall be not less than five feet, measured from floor to underside of house beam amidships.

The cabin floor shall be continuous for the length of the trunk, with greatest width, of at least two feet four inches, between opposite frames.

SCANTLINGS.—Keel, stem, frames, deck, and house beams shall be of oak. Frames not less than one and one-fourth inches by one and one-half inches, spaced not more than ten inches on centres. Deck beams not less than two square inches sectional area, spaced not more than ten inches on centres.

House beams not less than one and one-half inches sectional area, spaced not more than twelve inches on centres.

Bilge stringers and deck clamps of not less than five inches sectional areas for half their length, worked fore and aft, shall be required.

There shall be suitable floor timbers, spaced with the frames for three-fourths of the over-all length of the boat.

PLANKING.—The planking of the hull and deck shall be not less than one inch finished.

Planking of top of house not less than three-fourths inch finished.

SAILS.—Sails to be restricted to lower sails of not more than nine hundred square feet (measured by sail makers' rule), of which not more than seven hundred and twenty feet shall be in the mainsail.

A triangular spinnaker and a balloon jib not exceeding the spinnaker in size, may be used, and either may be set on the spinnaker pole, the outer end of which shall not, however, be further from the mast than is allowed when in use with spinnaker.

Previous to measurement, the owner shall furnish the inspector with a correct sail plan, and cause distinguishing marks (black bands one inch wide) to be painted around the mast, boom and gaff, at the corners of the mainsail. On the forestay, level with the head of the jib, a suitable mark shall be fixed. No part of the mainsail shall at any time extend beyond the inner edges of the marks. No part of jib shall extend above the mark on the stay.

No battens over forty inches long allowed.

Storm sails may be substituted for working sails.

SPINNAKER.—The halliard-blocks for spinnaker shall not be more than thirty feet from the deck.

The length of spinnaker boom, measured swung out square as in use, from haul-out attachment to centre line of boat, shall not exceed twenty-five feet.

EQUIPMENT.—Equipment, to be on board when measured and to be carried at all times, shall consist of one anchor, not less than forty pounds, thirty fathoms of one and one-half inch cable, cushions for the transoms, compass and binnacle, bucket, boat hook, fog horn, lantern, pump, and four life preservers.

CREW.—Crew shall consist of not more than four persons.

Twenty-One Footers.

DEFINITION.—A boat of this class shall be a seaworthy boat, with cabin-house and fair accommodations; with water tight standing room or air tanks of sufficient capacity to float the boat when full of water; rigged with mainsail, forestaysail, or jib, spinnaker, and balloon jib.

LENGTH L. W. L.—The length of the load water-line, with full equipment aboard, shall not exceed twenty-one feet.

BEAM L. W. L.—The maximum beam at the load water line shall be at least seven feet four inches.

FREEBOARD AND HOUSE.—The freeboard shall be not less than twenty inches on the said required beam—a reduction of one inch on the freeboard allowed for every increase of four inches in beam.

The cabin-house shall have a length of at least seven feet, and a width not less than sixty per cent. of the greatest beam on deck, a height at the forward end at least six and one-half inches, and at the aft end of at least nine inches above the deck; provided that, in case the

freeboard exceeds the requirements, such excess may be deducted from the required height of the cabin-house.

DRAFT.—The draft exclusive of centreboard shall not exceed six feet.

BALLAST.—The total outside fixed ballast shall be not less than three thousand pounds, and the centre of gravity of same shall not be less than three feet below the L. W. L. The fin shall not be counted in the required weight of ballast, and shall not be less than one-half inch in thickness. Certificate of weight of outside ballast shall be furnished the inspector by designer and builder.

SCANTLINGS, PLANKING, AND CONSTRUCTION.—The keel, stem, frames, house, and deck beams shall be of oak or its equivalent in strength.

The frames shall be not less than one square inch; deck beams not less than one and one-half square inch section; house beams not less than three-fourths of a square inch section.

The spacing of frames, deck, and house beams to be not more than nine inches, centre to centre.

The planking, including deck and the side of house, shall be not less than three-fourths inch thick; the top of house shall be not less than five-eighths inch finished.

Deck clamps shall run from stem to stern, with a minimum cross section of four square inches for at least one-half the length; also bilge stringers, of at least four square inches cross section, and shall run for at least one-half the extreme length of the boat amidships. Clamps and stringers to be of yellow pine or its equivalent in strength.

SAILS.—The inspector shall be provided with a correct sail plan of any boat to be measured, and the areas of all sails shall be calculated as that inside straight lines between the corners. Any roach is permitted. No sail once passed by the inspector can be afterwards prohibited on account of stretching.

The total area of the jib and mainsail together shall be not over six hundred square feet, and not over four hundred and eighty square feet shall be in the mainsail.

The area of the spinnaker shall not exceed two hundred and fifty square feet.

The area of the balloon jib shall not exceed two hundred and fifty square feet.

Neither the spinnaker nor the balloon jib shall be so set that the tack is more than sixteen feet from the mast.

No head boards in jibs or spinnaker shall exceed ten inches in width.

No battens over thirty inches in length shall be used in sails.

EQUIPMENT.—Equipment to include anchor not less than twenty-five pounds, and cable of not less than thirty fathoms of one and one-fourth inch rope; also bucket, pump, compass, fog horn, boat hook, lead and line, lantern, and three life preservers.

CREW.—The crew is limited to three persons.

HAULING OUT.—Boats shall be hauled out, after July first of each year, not oftener than once in two weeks, and then for a period of not over seventy-two hours. This shall not apply to hauling out for necessary repairs or alterations, in which case nothing shall be done to the surface of the underbody.

Eighteen Footers.

DEFINITION.—A boat of this class is intended to be a seaworthy boat with cabin-house and fair accommodations; with air tanks of sufficient capacity to float the boat when full of water; rigged simply with only mainsail, forestaysail, or jib, and spinnaker, without bowsprit.

LENGTH L. W. L.—The length of the load water-line, with full equipment, shall not exceed eighteen feet.

BEAM L. W. L.—The beam at the load water-line in keel boats shall be at least six feet one inch, and in centreboard boats at least six feet six inches.

FREEBOARD AND HOUSE.—The freeboard shall be not less than seventeen inches on the said required beam—a reduction of one inch on the freeboard allowed for every increase of four inches in beam.

The cabin-house shall have a length of at least six feet, and a width equal to sixty per cent. of the greatest beam on deck, a height at the forward end of at least four inches, and at the aft end of at least six inches above the deck; provided that, in case the freeboard exceeds the requirements, such excess may be deducted from the required height of the cabin house.

BALLAST AND DRAFT.—For centreboard boats the draft shall be not less than two feet six inches for at least four feet length of keel; the total outside fixed ballast shall be not less than fifteen hundred pounds. For keel boats the draft shall not exceed four feet six inches; the outside ballast shall be not less than eighteen hundred pounds. Certificate of weight of ballast shall be furnished the Measurer by designer and builder. The fin shall not be counted in the

required weight of ballast, and no fin shall be less than one-half inch in thickness.

SCANTLINGS, PLANKING AND CONSTRUCTION.—The keel, stem, frames, house, and deck beams shall be of oak or its equivalent in strength.

The frames shall be not less than seven-eighths inch; deck beams not less than one and one-fourth square inch section; house beams not less than three-fourths of a square inch section.

The spacing of frames, deck, and house beams to be not more than nine inches, centre to centre.

The planking, including deck and the side of house, shall be not less than three-fourths inch thick; the top of house shall be not less than five-eighths inch finished.

Deck clamps shall run from stem to stern, with a minimum cross section of three square inches for at least one-half the length; also bilge stringers of at least three square inches cross section shall run for at least one-half the extreme length of the boat amidships. Clamps and stringers to be of yellow pine or its equivalent in strength.

SAILS.—The sail area shall not be over four hundred and fifty square feet, and not over three hundred and sixty square feet of actual sail area shall be in the mainsail. The inspector shall be provided with a correct sail plan of any boat to be measured; and, previous to measurement, the owner shall cause distinguishing marks, satisfactory to the inspector, to be placed on the spars as follows:—

On the mast at the tack, and at the throat of the mainsail, on the boom at the clew of the mainsail; on the gaff at the peak of the mainsail. No part of the mainsail; shall be al-

lowed to extend beyond these marks. The marks shall be black bands painted around the spars in a manner satisfactory to the inspector. The inner edge of the bands shall be the limits of the sail.

The actual area of the jib shall be measured.

A spinnaker and a balloon jib not exceeding the spinnaker in size, may be used, and either may be set on the spinnaker pole, the outer end of which shall not, however, be further from the mast than allowed when in use with spinnaker.

The extreme distance in feet from mast to end of spinnaker boom, when in position as used, shall be not more than three hundred and twenty-four, divided by the distance in feet from deck to throat of spinnaker halliard-block.

No battens over twenty-six inches in length allowed to be used in sails.

EQUIPMENT.—Equipment to include anchor, not less than twenty-one pounds, and cable of not less than thirty fathoms of one and one-eighth inch rope; also bucket, pump, compass, fog horn, boat hook, lead and line, lantern, and three life preservers.

CREW.—The crew is limited to three persons.

One Design 18-Footers.

Class to be called Buzzard's Bay One Design 18-Footers. Dimensions as follows:

LENGTH OVER ALL, 29 feet.

LENGTH ON WATER LINE, 18 feet.

BEAM, 8 feet 1 in.

DRAFT, 3 feet.

OUTSIDE FIXED BALLAST, 2000 lbs.

TOTAL AREA OF WORKING SAILS, 470 sq. feet.

SAILS.—MAINSAIL, JIB, AND SPINAKER.

RULES—The owners of the 18-Footers having met together May 1st, 1904, mutually agreed:

1. That they reserve for themselves the right of admitting to participation in their races any new boats constructed upon the same lines after June 1st, 1904.
2. That in case of sale by any one of their number to any one not a member of the Beverly Yacht Club, that they reserve the right of admitting or not admitting the new owner to participation in their races.
3. That the crews to be carried when racing shall be composed of not more than three men.

One Design 15-Footers.

OVER ALL.—Twenty-four feet.

L. W. L..—Fifteen feet.

BEAM L. W. L..—Five feet ten inches.

DRAFT.—Without centreboard, two feet three inches.

FREEBOARD.—At least sixteen inches.

SAIL AREA.—Three hundred and twenty feet.

OUTSIDE FIXED LEAD.—One thousand pounds.

Boats to have water-tight bulkheads and no bowsprit.

RULE II.

ENTRIES.

1. No yacht can be entered for a Club race unless her ownership, rig, dimensions and measurement, as certified by the Measurer, in accordance with the rules of the Club, are on record with the Secretary.
2. Entries shall be made in writing, and must be lodged with the Regatta Committee not later than one half hour before the stated time of starting, but the Regatta Committee may refuse or accept any entry made after the time of closing.
3. At least two yachts must start in each class to entitle a yacht to a prize in any race, but a yacht going over the course alone shall nevertheless be entitled to her percentage.
4. In all classes, Cats and Sloops shall sail for separate prizes and pennants.
5. In case there be only one entry in any unrestricted class or division thereof, such entry may sail in the next higher class of the same rig in which there may be any entries.

RULE III.

SAILS.

Cat-boats shall carry mainsail only. In all other classes, except the restricted classes, there shall be no restriction in regard to sails, unless otherwise ordered by the Regatta Committee.

RULE IV.

ALLOWANCE OF CREW.

Yachts in the unrestricted classes are allowed to carry crews as follows:—

First-class sloops shall carry not more than six persons.

First-class cats and second-class sloops shall carry not more than five persons.

Second-class cats and third-class sloops shall carry not more than four persons, and all smaller classes shall carry not more than three persons.

RULE V.

AMENABLE TO RACING RULES.

1. Yachts shall be amenable to the Racing Rules from the time the Preparatory Signal is made.

SAILED BY A MEMBER.

2. Except when otherwise stated in the circular of the race, every yacht competing for a prize shall be sailed by a member of the Club.

PRIVATE SIGNAL AND NUMBER.

3. Each yacht shall carry her private signal at the main peak and display her racing number above the reef points at an equal distance from the luff and leach on both sides of the mainsail.

PROPELLION.

4. No means of propulsion other than sails shall be employed.

ANCHORING, ETC.

5. A yacht may anchor, but must weigh her anchor again and not slip. A yacht shall not warp or kedge, or make fast to a buoy, pier, vessel or other object, except as provided in Section 6.

RUNNING AGROUND AND FOULING.

6. A yacht running aground or fouling a buoy, pier, vessel, or other object, may use her anchors, warps, boats, etc., to get clear, but may not receive any assistance, except from the crew of a vessel fouled.
7. Any anchor, warp, or boat so used must be taken on board again before continuing the race.

MAN OVERBOARD AND ACCIDENTS.

8. Every yacht shall render all possible assistance to any vessel or person in peril, and if in the judgment of the Regatta Committee any yacht shall have thereby impaired her chances of winning, they shall order the race resailed by the competing yachts in her class.

RULE VI.

BALLAST.

No change in the weight of ballast shall be made on the day of a race, and no trimming by dead weight allowed during a race in any class; but the Regatta Committee may waive the first clause of this rule for open races.

RULE VII.

All yachts not racing must be kept to leeward and out of the way of racing yachts.

RULE VIII.

RIGHT OF WAY.

When one yacht is approaching another yacht, so as to involve risk of fouling, one of them shall keep clear of the other as follows:

ON DIFFERENT POINTS OF SAILING.

(1) A yacht free shall keep clear of one close-hauled.

ON SAME POINT OF SAILING, WITH WIND ON OPPOSITE SIDES.

(2) When both yachts are close hauled, or both free, or both have the wind aft, and have the wind on opposite sides, the yacht with the wind on the port side shall keep clear.

ON SAME POINT OF SAILING, WITH WIND ON SAME SIDE.

(3) When both yachts are free, or both have the wind aft, and have the wind on the same side, the yacht to windward shall keep clear.

WIND AFT.

(4) A yacht with the wind aft, is deemed to have the wind on the side opposite to that on which she is carrying her main boom.

(5) A yacht with the wind aft shall keep clear of a yacht on any other point of sailing.

OVERTAKING.

(6) An overtaking yacht shall, in every case, as long as an overlap exists, keep clear of the yacht which is being overtaken.

DEFINITION OF OVERLAP.

(7) An overlap is established when an overtaking yacht has no longer a free choice on which side she will pass, and continues to exist as long as the leeward yacht, by luffing, or the weather yacht, by bearing away, is in danger of fouling.

ALTERING COURSE.

(8) When, of two yachts, one is obliged to keep clear, the other shall not so alter her course as to involve risk of fouling.

LUFFING.

(9) A yacht may luff as she pleases in order to prevent another from passing her to windward, provided she begins to luff before an overlap has been established.

BEARING AWAY.

(10) A yacht shall not bear away out of her course so as to hinder another in passing to leeward.

RIGHTS OF NEW COURSES.

(11) A yacht shall not become entitled to her right on a new course until she has filled away.

CONVERGING CLOSE-HAULED.

(12) When two yachts, both close-hauled on the same tack, are converging by reason of the leeward yacht holding a better wind, and neither can claim the rights of a yacht being overtaken, then the yacht to windward shall keep clear.

PASSING AND ROUNDING MARKS.

(13) If an overlap exists between two yachts when both of them, without tacking, are about to pass a mark on a required side, then the outside yacht must give the inside yacht room to pass clear of the mark. A yacht shall not, however, be justified in attempting to establish an overlap and thus force a passage between another yacht and the mark after the latter yacht has altered her helm for the purpose of rounding.

DEFINITION OF MARKS.

(14) A mark is any vessel, boat, buoy or other object used to indicate the course.

OBSTRUCTION TO SEA-ROOM.

(15) When a yacht is approaching a shore, shoal, pier, rock, vessel, or other dangerous obstruction, and cannot go clear by altering her course, without fouling another yacht, then this latter shall, on being hailed by the former, at once give room; and in case one yacht is forced to tack or to bear away in order to give room, the other shall also tack, or bear away as the case may be, at as near the same time as is possible without danger of fouling. *But should such obstruction be a designated mark of the course, a yacht forcing another to tack under the provisions of this section shall be disqualified.*

RULE IX.

TIME OF RACE.

Yachts in the first and second unrestricted classes and in Classes A and B, must sail the race at a rate of not less than 2 3-4 miles an hour. Those in the third and fourth unrestricted classes and Classes C and D, at a rate of not less than 2 1-2 miles an hour, and those in the fifth unrestricted class and Class E at a rate of not less than two miles an hour.

RULE X.

REMOVAL OF STAKEBOAT.

Should any stakeboat, buoy or other mark be absent or moved from its proper position during a race, the question of re-sailing the race shall be decided by the Regatta Committee.

RULE XI.

START AND FINISH.

(1) The time of the start and finish shall be taken when the foremast in schooners and the mainmast in single-masted

vessels and yawls crosses the line; but if this point in any yacht be across the line when the signal for the start in her class is made, she must return and re-cross the line.

(2) A yacht so returning or one working into position from the wrong side of the line after the starting signal has been given or one which has completed the race, must keep clear of and give way to all competing yachts.

RULE XII.

DISQUALIFICATION.

1. Every yacht must go fairly around the course and must not touch a mark or force a mark boat to shift its position, but shall not be disqualified if wrongfully compelled to do so in order to avoid fouling or being fouled by another yacht.

2. If a yacht, in consequence of her neglect of any of these rules, shall foul another yacht, or compel another yacht to foul any yacht, mark or obstruction, or to run aground, she shall be disqualified and shall pay all damages; and any yacht which shall wrongfully cause another to luff, bear away or tack, in order to avoid fouling, or shall, without due cause, compel another yacht to give room or to tack (under Section 15 of Rule 8) or shall herself fail to tack or to bear away, as required in that section, or shall, in any other way, infringe or fail to comply with any of these rules, shall be disqualified.

3. If a yacht, having been officially measured, makes changes in her trim, causing an increase of L. W. L., or makes alterations in her sail plan, and thereafter enters a race without remeasurement or notifying the Regatta Committee in writing that alterations have been made, and without making a request for remeasurement, she shall be disqualified.

DISQUALIFICATION WITHOUT PROTEST.

4. The Regatta Committee shall, without a protest, disqualify any yacht, should it come to their knowledge that she has committed a breach of these rules.

RULE XIII.**PROTESTS.**

(1) All protests against any yacht in a race must be made in writing to the Regatta Committee or Judges within half an hour after the close of the race.

(2) If, through protest, the measurement of a yacht be called in question, the Regatta Committee shall direct the Measurer to remeasure such yacht and the result, as reported by him, shall be final. The Measurer shall collect a fee of two dollars for measuring such yacht from the owner, if the measurement be found wrong; from the party protesting, if the measurement be found right.

RULE XIV.**AMENDMENTS.**

These Racing Rules may be amended at any meeting by a two-thirds vote of the yacht owning members present, provided notice of the proposed amendment has been given in the call for the meeting.

COURSES FROM CLUB HOUSE.

All distances given in nautical miles.

1. Leaving B. Y. C. buoys Nos. 3, 2 and 1 and buoys Nos. 10 and 8 off Scraggy Neck on port, Gifford's Ledge buoy No. 6 and Nye's Ledge buoy on starboard, Bird Island buoys Nos. 2 and 13 on port, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 19 1/2 miles.
2. Leaving B. Y. C. buoys Nos. 3, 2 and 1 on port, Bird Island buoys Nos. 13 and 2 on starboard, Nye's Ledge buoy and Gifford's Ledge buoy No. 6 on port, buoys Nos. 10 and 8 off Scraggy Neck and B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 19 1/2 miles.
3. Leaving B. Y. C. buoys Nos. 3, 2 and 1 on port, Bird Island buoys Nos. 13 and 2 on starboard, Nye's Ledge buoy and Bird Island buoys Nos. 2 and 13 on port, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 18 miles.
4. Leaving B. Y. C. buoys Nos. 3, 2 and 1 and buoys Nos. 10 and 8 off Scraggy Neck on port, Gifford's Ledge buoy No. 6, Bird Island buoy No. 13, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 18 1/4 miles.
5. Leaving B. Y. C. buoys Nos. 3, 2 and 1, Bird Island buoy No. 13 and Gifford's Ledge buoy No. 6 on port, buoy No. 8 off Scraggy Neck, buoy No. 10 off Scraggy Neck, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 18 1/4 miles.
6. Leaving B. Y. C. buoys Nos. 3, 2 and 1 on port, Bird Island buoys Nos. 13 and 2 on starboard, Bow Bells

buoy, Bird Island buoys Nos. 2 and 13 and B. Y. C. buoy No. 1 on port, Bird Island buoy No. 13, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 17 3/8 miles.

7. Leaving B. Y. C. buoys Nos. 3, 2 and 1, Dry Ledge buoy No. 12, and Bird Island buoy No. 13 on port, B. Y. C. buoys Nos. 1, 2 and 3 on starboard, Club Spar, B. Y. C. buoys Nos. 3, 2 and 1, Dry Ledge buoy No. 12 and Bird Island buoy No. 13 on port, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 18 3/4 miles.

8. Leaving B. Y. C. buoys Nos. 3, 2 and 1 on port, Bird Island buoy No. 13, Dry Ledge buoy No. 12, B. Y. C. buoys Nos. 1, 2 and 3 and White Spar buoy off Club House on starboard, B. Y. C. buoys Nos. 3, 2 and 1 on port, Bird Island buoy No. 13, Dry Ledge buoy No. 12, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 18 3/4 miles.

9. Leaving B. Y. C. buoys Nos. 3, 2 and 1 on port, buoy No. 10 off Scraggy Neck, Dry Ledge buoy No. 12, buoy No. 10 off Scraggy Neck, Dry Ledge buoy No. 12, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 14 miles.

10. Leaving B. Y. C. buoys Nos. 3, 2 and 1, Dry Ledge buoy No. 12, buoy No. 10 off Scraggy Neck, Dry Ledge buoy No. 12, and buoy No. 10 off Scraggy Neck on port, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 14 miles.

11. Leaving B. Y. C. buoys Nos. 3, 2 and 1 and buoy No. 10 off Scraggy Neck on port, buoy No. 8 off Scraggy Neck and Bow Bells buoy on starboard, Bird

Island buoys Nos. 2 and 13 on port, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 13 5/8 miles.

12. Leaving B. Y. C. buoys Nos. 3, 2 and 1 on port, Bird Island buoys Nos. 13 and 2 on starboard, Bow Bells buoy and buoy No. 8 off Scraggy Neck on port, buoy No. 10 off Scraggy Neck, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 13 5/8 miles.

13. Leaving B. Y. C. buoys Nos. 1, 2 and 3, Dry Ledge buoy No. 12 and buoy No. 8 off Scraggy Neck on port, Dry Ledge buoy No. 12, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 12 3/8 miles.

14. Leaving B. Y. C. buoys Nos. 3, 2 and 1 on port, Bird Island buoys Nos. 13 and 2 on starboard, Bow Bells buoy and Bird Island buoys Nos. 2 and 13 on port, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 11 3/4 miles.

15. Leaving B. Y. C. buoys Nos. 3, 2 and 1 and buoy No. 10 off Scraggy Neck on port, buoy No. 8 off Scraggy Neck, Dry Ledge buoy No. 12, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 10 1/4 miles.

16. Leaving B. Y. C. buoys Nos. 3, 2 and 1, Bird Island buoy No. 13 and buoy No. 8 off Scraggy Neck on port, buoy No. 10 off Scraggy Neck, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 8 5/8 miles.

17. Leaving B. Y. C. buoys Nos. 3, 2 and 1 and buoy No. 10 off Scraggy Neck on port, buoy No. 8 off Scraggy Neck, Bird Island buoy No. 13, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 8 5/8 miles.

18. Leaving B. Y. C. buoys Nos. 3, 2 and 1 and Bird Island buoy No. 13 on port, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 8 3/8 miles.
19. Leaving Striped buoy on Mosher's Rock off Mashnee, B. Y. C. buoy No. 2 and White Spar buoy off Club House on port and repeat, 6 1/2 miles.
20. Leaving B. Y. C. buoy No. 2, Striped buoy on Mosher's Rock off Mashnee, and White Spar buoy off Club House on starboard and repeat, 6 1/2 miles.
21. Leaving B. Y. C. buoys Nos. 3, 2 and 1, Dry Ledge buoy No. 12 and Abiel's Ledge buoy on port, and B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 5 3/4 miles.
22. Leaving B. Y. C. buoys Nos. 3, 2 and 1 on port, Abiel's Ledge buoy, Dry Ledge buoy No. 12, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 5 3/4 miles.
23. Leaving striped buoy on Mosher's Rock, Abiel's Ledge buoy No. 1 on port, B. Y. C. buoys Nos. 1, 2 and 3 on starboard and return, 5 3/8 miles.
24. Leaving B. Y. C. buoys Nos. 3, 2 and 1 on port, Abiel's Ledge buoy No. 1 and Striped buoy on Mosher's Rock on starboard and return, 5 3/8 miles.

, **NOTE.**— Races will be sailed according to courses given in this book.
Previous courses obsolete.

Yachts must go to the eastward of Bird Island.

COURSES AT MATTAPOISETT.

STARTING LINE—Judges' Boat and Stakeboat, about $1/4$ mile west of Warren Wharf.

No. 1. From the starting line leaving Red buoy No. 6 on port, Nye's Ledge Can buoy and Red buoy No. 6 on starboard, Stakeboat at Judges' Yacht on port and repeat, 12 miles.

No. 2. From the starting line leaving Red buoy No. 6, Nye's Ledge Can buoy and Red buoy No. 2 S. W. of Bird Island on port, Red buoy No. 2 off Angelica Point, and Red buoy No. 6 on starboard and return, $11 \frac{1}{2}$ miles.

No. 3. From the starting line leaving Red buoy No. 6 and Red buoy No. 2 off Angelica Point on port, Red buoy No. 2 S. W. of Bird Island, Nye's Ledge Can buoy and Red buoy No. 6 on starboard and return, $11 \frac{1}{2}$ miles.

No. 4. From the starting line leaving Red buoy No. 6, Nye's Ledge Can buoy and Bow Bells buoy on port, Red buoy off Angelica Point and Red buoy No. 6 on starboard and return, $9 \frac{1}{2}$ miles.

No. 5. From the starting line leaving Red buoy No. 6 on port, Nye's Ledge Can buoy on starboard, Black Can buoy No. 9 off West Island and Nye's Ledge Can buoy on port, Red buoy No. 6 on starboard and return, 13 miles.

No. 6. From the starting line leaving Red buoy No. 6, Nye's Ledge Can buoy, Red buoy No. 2 S. W. of Bird Island and Bird Island buoy No. 13 on port, Red

buoy No. 2 S. W. of Bird Island, Red buoy No. 2 off Angelica Point and Red buoy No. 6 on starboard and return, 13 miles.

No. 7. From the starting line leaving Red buoy No. 6, Red buoy No. 2 off Angelica Point and Red buoy No. 2 S. W. of Bird Island on port, Bird Island buoy No. 13, Red buoy No. 2 S. W. of Bird Island, Red buoy No. 2 off Angelica Point and Red buoy No. 6 on starboard and return, 13 miles.

No. 8. From the starting line leaving Red Buoy No. 6 on port, Flag buoy about one mile inside of Angelica Point, Black Buoy No. 3 on starboard, Stakeboat at Judges' Yacht on port and repeat, 7 3-4 miles.

No. 9. From the starting line leaving Black buoy No. 3, Flag buoy about one mile inside of Angelica Point on port, Red buoy No. 6 on starboard and Stakeboat at Judges' Yacht on port and repeat, 7 3/4 miles.

TABLE OF MARKINGS FOR THE CHAMPIONSHIP.

PLACE IN RACE.	NUMBER OF BOATS SAILING IN RACE.																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1st.....	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
2d.....	.500	.667	.750	.800	.833	.867	.875	.889	.900	.917	.928	.939	.946	.957	.967	.975	.982	.989	.994	.997
3d.....
4th.....
5th.....
6th.....
7th.....
8th.....
9th.....
10th.....
11th.....
12th.....
13th.....
14th.....
15th.....
16th.....
17th.....
18th.....
19th.....
20th.....

The mark received by a boat in any race is the percentage of boats sailing in that race which it defeats; assuming that it defeats itself, in order to give the last boat a mark, so that it may have an advantage over boats not sailing.

YACHT CLUB BURGEES.



AMERICAN



EASTERN



CORINTHIAN, MASS.



ATLANTIC



MANCHESTER



NEW YORK



BEVERLY



LARCHMONT



PORTLAND



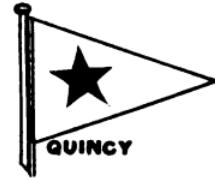
BOSTON



CORINTHIAN, PHILA.



RHODE ISLAND



QUINCY



NEW BEDFORD



SEAWANHAKA

YACHT ROUTINE.

Uniform with the New York, Eastern and Seawanhaka-Corinthian Yacht Clubs.

SECTION I.

Distinguishing Flags and Signals.

1. *In Commission.*

The distinguishing marks of a yacht in commission, other than the yacht ensign, are a burgee and flag or private signal. On a yacht with two or more masts the burgee is flown at the fore-truck, and the private signal at the main, except in the case of a flag officer, whose distinctive flag is flown at the main. On a single-masted yacht, see Section II, paragraph 6. On a mastless yacht the distinguishing mark is flown at the loftiest or most conspicuous hoist.

2. *Distinguishing Signals, Pennants, Etc.*

Distinguishing signals, pennants, etc., will be found described in the By-Laws, under Burgee, Pennants and Signals (pages 40-41), and in the colored plates at the beginning of book.

3. *Jack.*

When prescribed by routine a yacht should fly the National Union Jack.

4. *Absent Signals.*

The absent signal is a rectangular blue flag by day and a blue light by night. (See Section III, paragraph 1.)

5. *Owner's Meal Signal.*

The owner's meal signal is a rectangular white flag by day, and a white light by night.

6. *Crew's Meal Signal.*

The crew's meal signal is a red pennant.

7. *Absent flag and meal pennants are not considered to be "colors."***8. *Club Launch's Signal.***

To call the Club launch the letter "T" should be hoisted from daylight until dark, and a red light should be shown at night. Three blasts on the fog horn may also be sounded.

SECTION II.

"Colors," etc.

1. *Rank.*

In making colors, salutes, etc., the yacht always represents the rank of its owner, whether he be aboard or not.

2. *Flag Officers.*

A flag officer should always fly his flag while his yacht is in commission, except when he is on a cruise with another club of which he is a member.

3. *In Commission.*

A yacht in commission should make colors at 8 a. m., and haul down at sunset, taking time from the senior officer present.

4. In Company with a U. S. Vessel, Etc.

When in company with a vessel of the United States Navy, or at anchor off a United States Naval Station, the senior officer should give the time for colors with such vessel or station.

5. Entering Port Before or After Colors.

When a yacht comes to anchor, or gets under way, her colors should be hoisted, although the time is earlier or later than that specified in paragraph 3, provided, there be sufficient light for the colors to be recognized. On entering harbor under such circumstances, the colors should be hauled down immediately after anchoring. At all other times a yacht should fly, between sunset and morning colors, a night pennant at the main, or, in the case of a mastless yacht, as provided for in Section I, paragraph 1.

6. A single-masted yacht should fly the owner's private signal when under way and the burgee when at anchor. (See Section VIII, paragraph 6, "With the Squadron.")
7. Unless there are good reasons to the contrary, the ensign should, when at sea, be displayed on falling in with ships of war, and on approaching lightships, lighthouses, signal stations, military posts or towns.

8. Half-Mast Colors.

On occasions of national mourning, the ensign only should be half-masted. On the death of a yacht owner, the burgee and his private signal, but not the ensign, should be half-

masted. When mourning is ordered for the death of a member, the burgee only should be half-masted. This rule should apply to a yacht, both at anchor and under way, and to the Club stations.

9. Colors; How Half-Masted.

In half-masting colors, they should, if not previously hoisted, be first mast-headed and then lowered to half-mast. Before lowering from half-mast, colors should first be mast-headed and then lowered. When the ensign is at half-mast, it should be mast-headed before making or returning a salute.

10. The Jack; When Displayed.

The Jack should be set on Sundays, on all ceremonial occasions, and when the senior officer present has it set.

11. When displayed, the Jack should be set on a staff at the bow.

12. The Jack should not be set when awnings are housed, when wash cloths are triced up, or when under way, except as provided in Section V, paragraph 5 ("Dressing Ship").

13. Unofficial Presence of Flag Officer.

A flag officer embarked in a boat, not flying his distinctive flag, should be considered as present in an unofficial capacity.

14. The burgee and private signal should never be flown on the same hoist.

SECTION III.

Absent and Meal Signals.

1. *Absent Signal.*

When an owner and his guest are not on board, his yacht should hoist the absent signal at the starboard main spreader while at anchor, but not while under way. When an owner is absent, but members of his party are on board, his yacht may hoist the absent signal with a white stripe running diagonally across signal from head in place of the plain blue signal.* An absent signal does not exempt a yacht from the observance of the Club routine.

2. *Owner's Meal Signals.*

During an owner's meal hours his yacht should hoist the specified signal at the starboard main spreader.

3. *Crew's Meal Signal.*

During the crew's meal hours the specified signal should be flown at the port fore-spreaders of a yacht with two or more masts and at the port spreader of single-masted yachts.

4. *Square-Rigged Yachts.*

In a square-rigged yacht the owner's absent or meal signals should be hoisted at the starboard main yardarm, and the crew's meal signal at the port fore yardarm.

5. *Meal Signals Under Way.*

Meal signals may be hoisted when the colors are not displayed, but never when under way.

*Not adopted by the New York or Eastern Yacht Clubs.

6. *Mastless Yachts.*

On a mastless yacht these signals should be shown as provided for in Section I, paragraph 1, due consideration being had for the colors hoisted at the same time.

SECTION IV.

Lights.

1. *Commodore.*

From sunset colors until sunrise, the Commodore should show two blue lights hung vertically at the stern.

2. *Vice-Commodore.*

The Vice-Commodore should show lights, as provided for the Commodore, substituting red lights for blue.

3. *Absent Signal.*

When a yacht is at anchor and the owner is absent, a blue light should be shown at the starboard main spreader in a fore-and-aft-rigged yacht and at the starboard main yardarm in a square-rigged yacht.

4. *Search Lights.*

A searchlight should be carefully handled, and its beams should never be thrown on the pilot house, or on the helmsman, of a yacht or boat under way.

5. *Boat Booms.*

Boat booms should be rigged in at night, but if rigged out, a white light should be shown at the boom end.

SECTION V.

Dressing Ship.

1. *General Rule.*

In dressing ship, rectangular flags should alternate with pennants on the distance line whenever possible.

2. *Distinctive Flags and Foreign Ensigns.*

Flag Officers' flags and burgees should not be used in dressing ship, nor should the ensign of any foreign nation be displayed, except when the dressing is in compliment to such a nation. On this occasion the foreign ensign should be displayed at the fore truck.

3. *Dressing Yacht Boats.*

When a yacht is dressed the ensign should be displayed in lowered boats.

4. *National Anniversaries.*

On the 4th of July, and when ordered on other national anniversaries, a yacht in commission, not under way, should, when the weather permits, dress ship at 8 a. m., and remain dressed until sunset. When said anniversaries occur on Sunday, all special ceremonies should be postponed to the following day.

5. On special occasions, such as marine parades, a steam yacht under way, or a sailing yacht under tow, may dress ship.

SECTION VI.

Salutes.

1. *Steam Whistles.*

Steam whistles should never be used in saluting.

2. *Guns.*

Gun salutes should be avoided as much as possible.

3. *Ensigns.*

All salutes, except as hereinafter provided, should be made by dipping the ensign.

4. *Vessels of the U. S. Navy.*

Vessels of the U. S. Navy should be saluted by dipping the ensign once.

5. *Commodore.*

On joining the squadron at the beginning of a season, the Commodore should, on coming to anchor, be saluted by the yachts present firing one gun or dipping the ensign once. On all other occasions, except as provided in Section VIII, paragraph 1 ("With the Squadron"), the Commodore shall be saluted, on coming to anchor, only by the officer in command of the anchorage, who will fire one gun.

6. *Junior Flag Officer.*

A Junior Flag Officer should be saluted only by the officer in command of the anchorage by dipping the ensign once unless the latter be senior in rank, in which case he should be saluted.

7. *Captains.*

A Captain should salute the Senior Officer present by dipping the ensign once.

8. *Passing.*

The salute for passing yachts is one dip of the ensign.

9. *Yachts Entering Port.*

When entering port a yacht should salute by dipping the ensign once when the anchor is let go. A yacht entitled to a salute, entering port, should be saluted by dipping the ensign once when the anchor is let go.

10. *Committee Boat.*

A Committee boat should neither salute nor be saluted during a race.

11. *Saluting a Foreign Club.*

On coming to anchor a yacht should salute a foreign club by dipping the ensign once.

12. *After Sunset, Etc.*

The salute to or from a yacht arriving after sunset should be made immediately after the next morning colors.

13. *During Official Visit of a Flag Officer.*

When a flag officer makes an official visit his flag should be hoisted at the fore of a yacht with two or more masts and at the main on a single-masted yacht and be kept flying while he remains on board.

When a flag officer leaves, and is well clear of the yacht, one gun should be fired and his flag be hauled down.

14. *Saluting Quarter Deck.*

When a yacht is boarded or left, the quarter deck should be saluted by touching the cap.

15. *Distinguished Visitors.*

When a distinguished visitor of another nationality visits a yacht, his national ensign should, if possible, be displayed at the fore, on a yacht with two or more masts; at the main, on a single-masted yacht, and on a mastless yacht as provided in Section I, paragraph 1.

16. *Personal Flags of Officials.*

A yacht may display the personal flag of a national, state or municipal officer, when such an official is on board. This flag should be displayed at the main for the President of the United States, and at the fore for all other officials.

SECTION VII.

Officers in Command of Anchorage.

1. *Duties.*

The senior officers present should command the anchorage, give the time for colors, make and return salutes, visits, etc.

2. *Station Vessel.*

His yacht should remain the station vessel until a senior in rank arrives and assumes command of the anchorage.

3. *Transfer of Command.*

A transfer of command should be indicated by firing one gun from the relieving yacht.

SECTION VIII.

With the Squadron.

1. *Commodore's Salute.*

On joining the squadron at the beginning of a cruise, the Commodore should, on coming to anchor, be saluted by the yachts present firing one gun or dipping the ensign once. When the squadron is disbanded the Commodore should fire one gun and be answered by the yachts present firing one gun and dipping the ensign once.

2. *Joining or Parting Company.*

A yacht should report to the senior officer on joining the squadron and should obtain his permission before leaving it.

3. *Gun and Other Signals.*

When with the squadron guns should not be fired except to call attention to signals, or as provided for in other paragraphs.

4. *Squadrons Passing at Sea.*

When squadrons of different clubs meet at sea salutes should be exchanged by the senior officers alone.

5. *Salutes from Single Yachts.*

Salutes from a single yacht at sea should be answered only by the flagship.

6. *Private Signals and Burgees on Single-Masted Yachts*

A single-masted yacht should fly the burgee both at anchor and when under way.

SECTION IX.

Home and Foreign Waters.

"Home Waters" should be understood to mean all waters of Buzzard's Bay; all other waters are considered "Foreign."

SECTION X.

Foreign Yachts.

When a foreign yacht arrives in home waters, the senior officer present should send on board, without regard to rank, a tender of the civilities of the Club.

SECTION XI.

*In Foreign Waters.**1 Salutes and Visitors on Entering Port.*

A yacht should salute on entering a port in the home waters of a foreign club (see Section VI, paragraph 11). After the tender of civilities has been made, the owner of the entering yacht should visit the officer in command at the anchorage. If the squadron of this foreign club be at anchor the salute should be made to its senior officer, unless he is junior to the officer entering, in which case the actual senior should be saluted first. This salute should be returned in kind.

2. Colors.

The time for colors in the home waters of a foreign club should be taken from its senior officer present.

SECTION XII.

Boat Service.

1. *Precedence.*

The order of entering and leaving boats is— juniors enter first and leave last.

2. *Boat Flags.*

When in boats, Flag Officers and the Fleet-Captain should fly their distinctive flags, Captains their private signals, and members the burgee. The flag of the senior officer embarked has precedence.

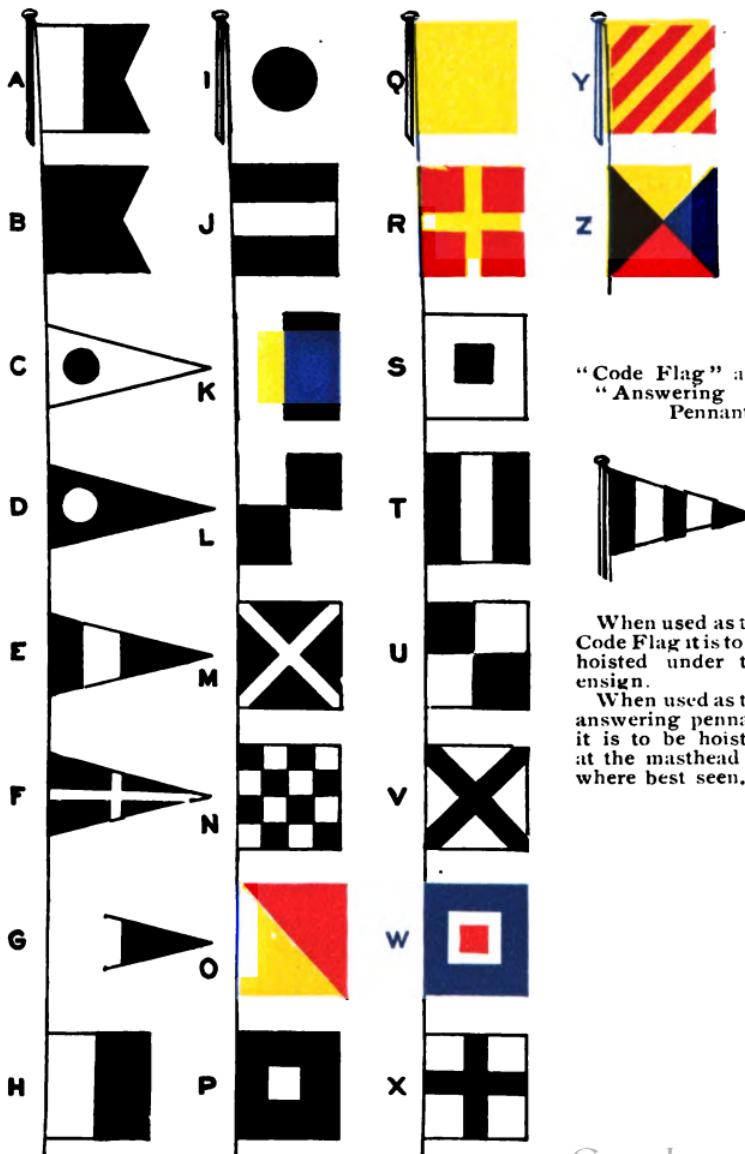
3. *Hailing and Answering Hails.*

Every boat approaching a yacht at night should be hailed, and this hail should be answered promptly. The answer of the Commodore intending to board his own or another yacht should be "Commodore"; of a junior Flag Officer, "Flag"; of the Fleet-Captain, "Fleet"; of a Captain, the name of his yacht; of a member, "Aye, Aye"; of a visitor, "Visitor"; of a sailing master or any other yacht officer, "No, no"; and of a member of the crew, "Hello". Passing boats should answer "Passing."

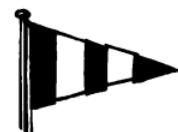
4. *Boat Crews.*

Boat Crews should be dressed alike. Neck handkerchief should always be worn knotted in front, and cap ribbons should not be turned under.

INTERNATIONAL CODE OF SIGNALS.



"Code Flag" and
"Answering
Pennant."



When used as the
Code Flag it is to be
hoisted under the
ensign.

When used as the
answering pennant
it is to be hoisted
at the masthead or
where best seen.

SIGNAL CODE

*Uniform with the
New York, Eastern and Corinthian Yacht Clubs.*

The signals in the Club Code consists chiefly of sentences needed by vessels of the Squadron. They comprise:

Special Signals (single letters, A to Z).

General Signals (two letters, BA to GZ).

Days of the Week (two letters, IQ to IZ).

Hours of the Day (two letters, JA to KZ).

Names of Places (two letters, NA to WI).

Compass Signals (three letters, AQD to AST).

When intending to use the International Code in place of the Club Code, display the regular signal indicative of the International Code, namely: the U. S. ensign hoisted over the answering pennant (see diagram). In the absence of this signal, it will be understood that the Club Signal Code is being used.

When signaling a particular yacht, its International number should be hoisted and it alone should answer.

When signaling a Club Station, the burgee should be hoisted over the signal.

Signals should be acknowledged as soon as understood by hoisting the answering pennant where it can best be seen. It should be kept flying until the signals are hauled down, and then be promptly lowered.

P—Hoisted simultaneously, but on another hoist, with any other signal will indicate that the signal is a preparatory one.

Water boat signal will be a white flag with the word "water" on it in black letters. The Club Burgee should never be half-masted as a signal for a water boat.

Coal boat signal will be a black flag with the word "coal" on it in white letters.

The signal for a tow boat is the ensign set in the main rigging a little above the rail.

SPECIAL SIGNALS.

A—Accident.

B—Protest.

C—Yes—Affirmative—Assent.

D—No—Negative—Refusal.

E—Do you assent to postponing the race until later in the day?

F—Do you assent to calling race off for the day?

G—Race postponed until later in the day.

H—Race postponed for the day.

I—Race postponed—.

J—Race is off.

K—Race will be called at—.

L—Finish race off.

M—Race will finish at end of first round.

N—The starting line will be shifted.

O—Mark has shifted; this vessel is the mark.

P—Preparatory signal.

Q—Surgeon is wanted on board immediately.

R — Man overboard.
S — I want a pilot.
T — Club launch wanted.
U — Get under way at—.
V — Permission to leave squadron is requested.
W — Permission to disregard orders is requested.
X — Permission granted.
Y — Come within hail.
Z — You are running into danger.

GENERAL SIGNALS.

B A — Start at—.
B C — Start from—.
B D — Start for—.
B E — The fleet will not start at present.
B F — The fleet will not start to-day.
B G — The fleet will not start until—.
B H — Proceed to—.
B I — Proceed at will.
B J — May I proceed at will?
B K — Proceed to— at—.
B L — Anchor near me.
B M — Anchor at—.
B N — Where are we to anchor?
B O — Anchor for the night at—.
B P — Anchor at will.
B Q — Return to anchorage.
B R — Are you going to anchor at—?
B S — Anchor clear of the channel.
B T — Intend to anchor during fog.

B U — Where are you bound?
B V — Bound for—.
B W — Where are you from?
B X — Come from—.
B Y — When did you leave (or pass) —.
B Z — ——.

C A — Regatta Committee report on board this vessel
at—.

C B — Is Regatta Committee on board?
C D — When will race be started?
C E — Race will be started at—.
C F — Do you agree to race to-morrow?
C G — The course will be—.
C H — Course No. 1.
C I — Course No. 2.
C J — Course No. 3.
C K — Course No. 4.
C L — Course No. 5.
C M — Report of Regatta Committee now ready.
C N — Spare hands for race wanted.
C O — Will you join Squadron at—?
C P — Will join Squadron at—.
C Q — Take time at finish.
C R — This yacht will take time at finish.
C S — Finish here.
C T — Single-masted vessels and yawls.
C U — Schooners.
C V — Sloops.
C W — Yawls.
C X — Steam yachts.

C Y — Auxiliaries.

C Z — Power boats.

D A — Do you understand my signal?

D B — Cannot understand your signal.

D C — Repeat my signal.

D E — Have you an International Code book?

D F — Have no International Code book.

D G — Shift signal to more conspicuous hoist.

D H — Signal not understood though flags are distinguished.

D I — Previous signal is annulled.

D J — Unable to comply with signal.

D K — Dress ship to-morrow at morning colors.

D L — The fleet will illuminate at—.

D M — Dress ship at—.

D N — Send your boat ashore.

D O — Send your launch ashore.

D P — Send your boat alongside.

D Q — All boats belonging to this yacht return at once.

D R — Cannot send boat-launch-dingey.

D S — Pick up boats adrift.

D T —

D U —

D V —

D W —

D X —

D Y —

D Z —

E A — Are you in need of assistance?

E B — Am in need of assistance.

E C — Vessel is on fire, needs assistance.
E D — Am aground.
E F — Am afloat.
E G — Am dragging.
E H — You will be aground at low water.
E I — Send towboat.
E J — Send hawser.
E K — Send anchor.
E L — Have you a chart of—?
E M — I want a tow.
E N — Do you want a tow?
E O — How is the weather outside?
E P — Moderate weather outside.
E Q — Heavy weather outside.
E R — Fog outside.
E S — Clear outside.
E T — Calm outside.
E U — There is a sea on.
E V — Wind outside is from—.
E W — Where can I get coal?
E X — Where can I get water?
E Y — Need a surgeon; send one from nearest place.
E Z — Is there a surgeon (or doctor) in the Squadron?
F A — Captains report on board Flagship at—.
F B — Captains and guests are invited on board Flagship at—.
F C — Captains report on board Flagship on coming to anchor.
F D — Meeting of Captains postponed until—.

F E—Report on board at—.

F G—All yachts in Squadron send a boat to Flagship for instructions.

F H—

F I—Commodore.

F J—Vice Commodore.

F K—Rear Commodore.

F L—Junior flag officers.

F M—Secretary.

F N—Fleet Captain.

F O—Fleet Surgeon.

F P—Measurer.

F Q—Regatta Committee.

F R—Club Station.

F S—Send a boat to Flagship.

F T—Wish to communicate with you.

F U—Congratulations. Well done.

F V—I wish you a pleasant voyage.

F W—Thank you.

F X—____ Will be the Committee Boat.

F Y—Divine service will be held on board Flagship at—.

F Z—Squadron is disbanded.

G A—Will you come on board at—?

G B—Will you breakfast with me at—?

G C—Will you lunch with me at—?

G D—Will you dine with me at—?

G E—Will meet you on shore at—.

G F—Will meet you at the Club at—.

G H—Will be on board at—.

G I — And bring your guests.

G J — Send a boat for me.

G K — Am not going ashore.

G L — When do you go ashore?

G M — Previous engagement prevents.

G N --

G O — Order a carriage for me.

G P — Order a coupé for me.

G Q — Order an automobile for me.

G R — Will send a reply.

G S — Are there any letters for me at — ?

G T — Mail for you ashore at — .

G U — Bring or send my mail.

G V — Can you take a letter or telegram for me?

G W — At once.

G X — Have you any newspapers?

G Y —

G Z —

DAYS OF THE WEEK.

I Q — Sunday.

I V — Friday.

I R — Monday.

I W — Saturday.

I S — Tuesday.

I X — To-day.

I T — Wednesday.

I Y — To-morrow.

I U — Thursday.

I Z — Yesterday.

HOURS OF THE DAY.

J A — 12 noon.	K A — 12 midnight.
J B — 12.30 P. M.	K B — 12.30 A. M.
J C — 1.00 "	K C — 1.00 "
J D — 1.30 "	K D — 1.30 "
J E — 2.00 "	K E — 2.00 "
J F — 2.30 "	K F — 2.30 "
J G — 3.00 "	K G — 3.00 "
J H — 3.30 "	K H — 3.30 "
J I — 4.00 "	K I — 4.00 "
J K — 4.30 "	K J — 4.30 "
J L — 5.00 "	K L — 5.00 "
J M — 5.30 "	K M — 5.30 "
J N — 6.00 "	K N — 6.00 "
J O — 6.30 "	K O — 6.30 "
J P — 7.00 "	K P — 7.00 "
J Q — 7.30 "	K Q — 7.30 "
J R — 8.00 "	K R — 8.00 "
J S — 8.30 "	K S — 8.30 "
J T — 9.00 "	K T — 9.00 "
J U — 9.30 "	K U — 9.30 "
J V — 10.00 "	K V — 10.00 "
J W — 10.30 "	K W — 10.30 "
J X — 11.00 "	K X — 11.00 "
J Y — 11.30 "	K Y — 11.30 "

COMPASS SIGNALS.

(FROM INTERNATIONAL CODE.)

A Q D — North.

A Q F — N. by E.

A Q E — N. $\frac{1}{2}$ E.A Q G — N. by E. $\frac{1}{2}$ E.

A Q H — N. N. E.	A R N — S. by W.
A Q I — N. N. E. $\frac{1}{2}$ E.	A R O — S. by W. $\frac{1}{2}$ W.
A Q J — N. E. by N.	A R P — S. S. W.
A Q K — N. E. $\frac{1}{2}$ N.	A R Q — S. S. W. $\frac{1}{2}$ W.
A Q L — N. E.	A R S — S. W. by S.
A Q M — N. E. $\frac{1}{2}$ E.	A R T — S. W. $\frac{1}{2}$ S.
A Q N — N. E. by E.	A R U — S. W.
A Q O — N. E. by E. $\frac{1}{2}$ E.	A R V — S. W. $\frac{1}{2}$ W.
A Q P — E. N. E.	A R W — S. W. by W.
A Q R — E. N. E. $\frac{1}{2}$ E.	A R X — S. W. by W. $\frac{1}{2}$ W.
A Q S — E. by N.	A R Y — W. S. W.
A Q T — E. $\frac{1}{2}$ N.	A R Z — W. S. W. $\frac{1}{2}$ W.
A Q U — East.	A S B — W. by S.
A Q V — E. $\frac{1}{2}$ S.	A S C — W. $\frac{1}{2}$ S.
A Q W — E. by S.	A S D — West.
A Q X — E. S. E. $\frac{1}{2}$ E.	A S E — W. $\frac{1}{2}$ N.
A Q Y — E. S. E.	A S F — W. by N.
A Q Z — S. E. by E. $\frac{1}{2}$ E.	A S G — W. N. W. $\frac{1}{2}$ W.
A R B — S. E. by E.	A S H — W. N. W.
A R C — S. E. $\frac{1}{2}$ E.	A S I — N. W. by W. $\frac{1}{2}$ W.
A R D — S. E.	A S J — N. W. by W.
A R E — S. E. $\frac{1}{2}$ S.	A S K — N. W. $\frac{1}{2}$ W.
A R F — S. E. by S.	A S L — N. W.
A R G — S. S. E. $\frac{1}{2}$ E.	A S M — N. W. $\frac{1}{2}$ N.
A R H — S. S. E.	A S N — N. W. by N.
A R I — S. by E. $\frac{1}{2}$ E.	A S O — N. N. W. $\frac{1}{2}$ W.
A R J — S. by E.	A S P — N. N. W.
A R K — S. $\frac{1}{2}$ E.	A S Q — N. by W. $\frac{1}{2}$ W.
A R L — South.	A S R — N. by W.
A R M — S. $\frac{1}{2}$ W.	A S T — N. $\frac{1}{2}$ W.

NAMES OF PLACES.

N A — Absecon Lights, N. J.
N B — Annapolis, Md.
N C — Ardsley on Hudson, N. Y.
N D — Atlantic Highlands, N. J.
N E — Baker's Island Light, Me.
N F — Baltimore, Md.
N G — Bangor, Me.
N H — Bar Harbor, Me.
N I — Bar Island, North side of Bar Harbor, Me.
N J — Barnegat Light, N. J.
N K — Bartlett Reef Light Vessel.
N L — Bath, Me.
N M — Bass Harbor, Me.
N O — Bay Ridge, N. Y. Bay.
N P — Beaver Tail, R. I.
N Q — Belfast, Me.
N R — Beverly, Mass.
N S — Black Rock Harbor, Conn.
N T — Block Island, R. I., East Harbor.
N U — Block Island, West Harbor, Great Pond.
N V — Brenton Reef Light Vessel.
N W — Bristol, R. I.
N X — Boon Island, Me.
N Y — Boothbay, Me.
N Z — Boston, Mass.
O A — Boston Light Vessel, Mass.
O B — Camden, Me.
O C — Campobello, N. B.

- O D — Cape Ann, Mass.
- O E — Cape Charles, Va.
- O F — Cape Cod, Mass.
- O G — Cape Elizabeth, Me.
- O H — Cape Hatteras, N. C.
- O I — Cape Henlopen, Del.
- O J — Cape Henry, Va.
- O K — Cape May, N. J.
- O L — Cape Poge, Mass.
- O M — Cape Porpoise Harbor, Me.
- O N — Cape Sable, N. S.
- O P — Captain's Island Light House, Conn.
- O Q — Casco Bay, Me.
- O R — Casco Passage, Me.
- O S — Castine, Me.
- O T — Chatham Lights, Mass.
- O U — Chatham Roads, Mass.
- O V — City Island, N. Y.
- O W — Cold Spring Harbor, L. I., N. Y.
- O X — Clark's Point, Buzzards Bay, Mass.
- O Y — Coney Island Point, N. Y.
- O Z — Cornfield Point Light Vessel.
- P A — Cranberry Island, Me.
- P B — Cross Rip Light Vessel.
- P C — Cutler, Little River, Me.
- P D — Cuttyhunk, Mass.
- P E — Deer Island Thoroughfare, Me.
- P F — Delaware Breakwater, Del.
- P G — Duck Island Breakwater, Conn.
- P H — Dutch Island Harbor, R. I.

P I — East Chop, Vineyard Haven, Mass.
P J — Eastern Point Breakwater, Mass.
P K — Eastport, Me.
P L — Eaton's Neck, N. Y.
P M — Edgartown, Mass.
P N — Eggemoggin Reach, Me.
P O — Egg Rock, Frenchman's Bay, Me.
P Q — Falkner Island, Conn.
P R — Fire Island, N. Y.
P S — Fire Island Light Vessel.
P T — Fisher's Island Sound.
P U — Five Fathom Bank Light Vessel.
P V — Franklin Island Light House, Me.
P W — Fort Pond Bay, N. Y.
P X — Fortress Monroe, Va.
P Y — Fox Island Thoroughfare, Me.
P Z — Gardner's Island, N. Y.
Q A — Gardner's Bay, N. Y.
Q B — Gay Head, Mass.
Q C — Gilkey Harbor, Isleboro, Me.
Q D — Glen Cove, N. Y.
Q E — Gloucester, Mass.
Q F — Gloucester, Eastern Point.
Q G — Goat Island, Me.
Q H — Grand Manan, N. B.
Q I — Grand Manan Channel, N. B.
Q J — Graves, The, Mass.
Q K — Gravesend, Bay, N. Y.
Q L — Greenport, N. Y.
Q M — Greenwich, Conn.

Q N — Greene's Ledge Light, Norwalk, Conn.
Q O — Half Way Rock, Mass.
Q P — Half Way Rock, Me.
Q R — Halifax, N. S.
Q S — Hampton Roads, Va.
Q T — Harding's Ledge, Mass.
Q U — Harpswell Sound, Me.
Q V — Head Harbor, N. B.
Q W — Hen and Chickens Light Vessel, Mass.
Q X — Highland Light, Mass.
Q Y — Horseshoe, N. J.
Q Z — Horton Point, N. Y.
R A — Hull, Mass.
R B — Huntington Bay, N. Y.
R C — Hyannis Port, Mass.
R D — Isles of Shoals, N. H.
R E — Kittery, Me.
R F — Larchmont Harbor, N. Y.
R G — Lloyd Harbor, N. Y.
R H — Machiasport, Me.
R I — Marblehead, Mass.
R J — Marblehead Rock, Mass.
R K — Martinicus Island, Me.
R L — Mattinicoock Point, N. Y.
R M — Monhegan, Me.
R N — Monomoy, Mass.
R O — Montauk Point, N. Y.
R P — Morris Cove, Conn.
R Q — Mount Desert Rock, Me.
R S — Muscle Ridge Channel, Me.

R T — Nahant, Mass.
R U — National Harbor of Refuge, Del.
R V — Nantasket Roads, Mass.
R W — Nantucket, Mass.
R X — Nantucket Shoals.
R Y — Napeaque, N. Y.
R Z — Narragansett Pier, R. I.
S A — Nauset Beacons, Mass.
S B — New Bedford, Mass.
S C — Newburyport, Mass.
S D — New Haven, Conn.
S E — New London (town), Conn.
S F — New London Light House, Conn.
S G — Newport, R. I.
S H — New Rochelle, N. Y.
S I — New York, N. Y.
S J — Norfolk, Va.
S K — North East End Light Vessel, N. J.
S L — North East Harbor, Me.
S M — Northport, N. Y.
S N — Old Field Point Light, N. Y.
S O — Oyster Bay, L. I., N. Y.
S P — Orient Point Light, N. Y.
S Q — Peak's Island, Portland, Me.
S R — Penfield Reef Light, Conn.
S T — Plum Gut, N. Y.
S U — Point Judith, R. I.
S V — Point Judith Breakwater, R. I.
S W — Pollock Rip Light Vessel, Mass.
S X — Port Jefferson, N. Y.

S Y — Fortland, Me.
S Z — Portland Light Vessel.
T A — Portsmouth, N. H.
T B — Portsmouth, Little Harbor, N. H.
T C — Potts Harbor, Me.
T D — Provincetown, Mass.
T E — Providence, R. I.
T F — Quick's Hole, Mass.
T G — Race Rock Light, N. Y.
T H — Race, The, N. Y.
T I — Riverside, Conn.
T J — Rockland, Me.
T K — Rockport, Me.
T L — Sag Harbor, N. Y.
T M — Salem, Mass.
T N — Sandy Hook, N. J.
T O — Sandy Hook Light Vessel.
T P — Saybrook Breakwater, Conn.
T Q — Seagirt Light, N. J.
T R — Seal Island Light, N. S.
T S — Seguin Island, Me.
T U — Scotland Light Vessel.
T V — Sheffield Island Light House, Conn.
T W — Shelter Island, N. Y.
T X — Shinnecock Light, N. Y.
T Y — Shrewsbury Rocks, N. J.
T Z — Small Point Harbor, Me.
U A — Somes Sound, Me.
U B — South West Harbor, Me.
U C — South West Ledge, New Haven, Conn.

- U D— St. John, N. B.
- U E— Stamford, Conn.
- U F— Stapleton, S. I., N. Y.
- U G— Stonington, Conn.
- U H— Stratford Point Light, Conn.
- U I— Stratford Shoal Light Vessel, Conn
- U J— Tarpaulin Cove, Mass.
- U K— Tenant Harbor, Me.
- U L— Thimble Islands, Conn.
- U M— Tompkinsville, S. I., N. Y.
- U N— Twenty-third Street, E. R., N. Y.
- U O— Vineyard Haven, Mass.
- U P— Vineyard Sound Light Vessel, Mass.
- U Q— Watchhill, R. I.
- U R— West Chop, Mass.
- U S— West Island, R. I.
- U T— Whitehead Island Light, Me.
- U V— Whitestone Landing, N. Y.
- U W— Winter Harbor, Me.
- U X— Woods Hole, Mass.
- U Y— Wood Island, Me.
- U Z— Port Clyde, Me.

BUOYS, BEACONS, ETC.

In conformity with section 4,678 of the Revised Statutes of the United States, the following order is observed in coloring and numbering the buoys along the coast, or in bays, harbors, sound or channels, viz.:

1. In entering from seaward, red buoys with even numbers will be found on the starboard side of the channel, and must be left on the starboard hand in passing in.
2. In entering from seaward, black buoys with odd numbers will be found on the port side of the channel, and must be left on the port hand in passing in.
3. Buoys painted with red and black horizontal stripes will be found on obstructions, with channel ways on either side of them, and may be left on either hand in passing.
4. Buoys painted with white and black perpendicular stripes will be found in mid-channel, and must be passed close-to, to avoid danger.

By a recent order of the Light-House Board, the buoyage has been changed, so that in entering from seaward nun buoys, painted red, with even numbers, will be located on the starboard hand of channels, and can buoys, painted black, with odd numbers, will be located on the port hand of channels.

All other distinguishing marks to buoys will be in addition to the foregoing, and may be employed to mark particular spots, a description of which will be given in the printed list of buoys issued by the Light-House Board.

Perches, with balls, cages, etc., will, when placed on buoys, be at turning-points, the color and number indicating on what side they shall be passed.

Different channels in the same bay, sound, river or harbor, will be marked, as far as practicable, by different descriptions of buoys. Principal channels will be marked by nun buoys; secondary channels by can buoys; and minor channels by spar buoys. When there is but one channel, nun buoys, properly colored and numbered, are usually placed on the starboard side, and can buoys on the port side of it.

Day-beacons, stakes and spindles (except such as are on the sides of channels, which will be colored like buoys) are constructed and distinguished with special reference to each locality, and particularly in regard to the background upon which they are projected.

REVISED STATUTES OF THE UNITED STATES.

Section 4,214 as amended by Act of March 3, 1883.

“Sec. 4,214. The Secretary of the Treasury may cause yachts used and employed exclusively as pleasure vessels or designed as models of naval architecture, if built and owned in compliance with the provisions of sections forty-one hundred and thirty-three to forty-one hundred and thirty-five, to be licensed on terms which will authorize them to proceed from port to port of the United States, and by sea to foreign ports, without entering or clearing at the Custom House; such license shall be in such form as the Secretary of the Treasury may prescribe. The owner of any such vessel, before taking out such license, shall give a bond in such form and for such amount as the Secretary of the Treasury shall prescribe, conditioned that the vessel shall not engage in any trade nor in any way violate the revenue laws of the United States; and shall comply with the laws in all other respects. Such vessels so enrolled and licensed shall not be allowed to transport merchandise or carry passengers for pay. Such vessels shall have their name and port placed on some conspicuous portion of their hulls. Such vessels shall, in all respects, except as above, be subject to the laws of the United States, and shall be liable to seizure and forfeiture for any violation of the

provisions of this title; Provided, That all charges for license and inspection fees for any pleasure vessel or yacht shall not exceed five dollars, and for admeasurement shall not exceed ten cents per ton."

Section 4,495 relative to steam-vessels:

"Sec. 4,495. Every steam-vessel of the United States, in addition to having her name painted on her stern, shall have the same conspicuously placed in distinct, plain letters, of not less than six inches in length, on each outer side of the pilot house, if it has such, and in case the vessel has side-wheels, also on the outer side of each wheel-house; and if any such steam-boat be found without having her name placed as required, she shall be subject to the same penalty and forfeiture as provided by law in the case of a vessel of the United States found without having her name, and the name of the port to which she belongs, painted on her stern."

Treasury Department, Bureau of Navigation,
Washington, D. C., April 16, 1891.

To Collectors of Customs and others:

Your attention is invited to the following ruling of the Bureau upon the application of the Act of February 21, 1891, to the marking of the names of yachts and steam-vessels:

The marking of the name and port of yachts is specifically provided for by the Act of March 3, 1883, amendatory of Section 4,214, Revised Statutes, and the marking of the names of steam-vessels is likewise specifically provided for by Section 4,495, Revised Statutes. These statutes were not repealed except by

implication. The Supreme Court has held that a specific provision for a particular class is not repealed by a general provision in a later act. Hence, it appears that the statutes relating to the marking of yachts and steam-vessels must be construed together with the marking provided for by Act of February 21, 1891. This seems proper, also, for the reason that these several laws relate to the same subject, were enacted for the same purpose, are consistent and reconcilable, and seem to be better adapted to the particular class of vessel than the later law of February last, and it is, therefore, the ruling of the Bureau that yachts must be marked in accordance with the Act of March 3, 1883, and steamboats must be marked as provided for in Section 4,495, Revised Statutes.

William W. Bates,
Commissioner.

Approved:
A. B. Nettleton,
Acting Secretary.

RULES OF THE ROAD AT SEA.

Extracts from United States Laws.

Steam Vessels—Masthead Light.

Article 2. A steam-vessel when under way shall carry—(a) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than twenty feet, and if the breadth of the vessel exceeds twenty feet, then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height above the hull than forty feet, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least five miles.

Steam Vessels—Side Lights.

(b) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.

(c) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon

of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.

(d) The said green and red side-lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

Steam Vessels—Range Lights.

(e) A steam-vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least fifteen feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.

Lights for Sailing Vessels and Vessels in Tow.

Art. 5. A sailing vessel under way and any vessel being towed shall carry the same lights as are prescribed by article two for a steam vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.

Lights for Small Vessels.

Art. 6. Whenever, as in the case of small vessels under way during bad weather, the green and red side-lights can not be fixed, these lights shall be kept at hand, lighted and ready for use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision,

in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides. To make the use of these portable lights more certain and easy the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.

*Lights for Small Steam and Sail Vessels
and Open Boats.*

"Art. 7. Steam-vessels of less than forty, and vessels under oars or sails of less than twenty tons gross tonnage, respectively, and rowing boats, when under way, shall not be required to carry the lights mentioned in article two (a), (b) and (c), but if they do not carry them they shall be provided with the following lights:

"First. Steam-vessels of less than forty tons shall carry—

"(a) In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than nine feet, a bright white light constructed and fixed as prescribed in article two (a), and of such a character as to be visible at a distance of at least two miles.

"(b) Green and red side-lights constructed and fixed as prescribed in article two (b) and (c), and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points

abait the beam on their respective sides. Such lanterns shall be carried not less than three feet below the white light.

"Second. Small steam-boats, such as are carried by sea-going vessels, may carry the white light at a less height than nine feet above the gunwale, but it shall be carried above the combined lantern mentioned in subdivision one (b).

"Third. Vessels under oars or sails of less than twenty tons shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

"Fourth. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision.

"The vessels referred to in this article shall not be obliged to carry the lights prescribed by article four (a) and article eleven, last paragraph.

Lights for an Overtaken Vessel.

Art. 10. A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

The white light required to be shown by this article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of twelve points of the com-

pass, namely, for six points from right aft on each side of the vessel, so as to be visible at a distance of at least one mile. Such light shall be carried as nearly as practicable on the same level as the side lights.

Anchor Lights.

Art. 11. A vessel under one hundred and fifty feet in length when at anchor shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light, in a lantern so constructed as to show a clear, uniform, and unbroken light visible all around the horizon at a distance of at least one mile.

A vessel of one hundred and fifty feet or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than twenty and not exceeding forty feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.

The length of a vessel shall be deemed to be the length appearing in her certificate of registry.

A vessel aground in or near a fair-way shall carry the above light or lights and the two red lights prescribed by article four (a).

FOG SIGNALS.

Preliminary.

Art. 15. All signals prescribed by this article for vessels under way shall be given:

First. By "steam vessels" on the whistle or siren.

Second. By "sailing vessels" and "vessels towed" on the fog horn.

The words "prolonged blast" used in this article shall mean a blast of from four to six seconds duration.

A steam-vessel shall be provided with an efficient whistle or siren, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog horn, to be sounded by mechanical means, and also with an efficient bell. (In all cases where the rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small sea-going vessels.) A sailing vessel of twenty tons gross tonnage or upward shall be provided with a similar fog horn and bell.

In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this article shall be used as follows, namely:

Steam Vessel Under Way.

(a) A steam vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.

(b) A steam vessel under way, but stopped, and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between.

Sail Vessel Under Way.

(c) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast; when on the port tack, two blasts in succession, and when with the wind abaft the beam, three blasts in succession.

Vessels at Anchor or Not Under Way.

(d) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

Vessels Towing or Towed.

(e) A vessel when towing, a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to maneuver as required by the rules, shall, instead of the signals prescribed in subdivisions (a) and (c) of this article, at intervals of not more than two minutes, sound three blasts in succession, namely: One prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.

Small Sailing Vessels and Boats.

Sailing vessels and boats of less than twenty tons gross tonnage shall not be obliged to give the above-mentioned signals, but, if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.

Speed in Fog.

Art. 16. Every vessel shall, in a fog, mist, falling snow, or heavy rain-storms, go at a moderate speed, having careful regard for the existing circumstances and conditions.

A steam vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which

is not ascertained shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

STEERING AND SAILING RULES.

Preliminary.

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

Sailing Vessels.

Art. 17. When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, namely:

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free, with the wind on the same side, the vessel which is to the windward shall keep out of the way of the vessel which is to the leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

Steam Vessels.

Art. 18. When two steam-vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This article only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the side-lights of the other.

It does not apply by day to cases in which a vessel sees another ahead crossing her own course; or by night, to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

Two Steam Vessels Crossing.

Art. 19. When two steam-vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Steam Vessel Shall Keep Out of the Way of Sailing Vessel.

Art. 20. When a steam-vessel and a sailing-vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing vessel.

Course and Speed.

Art. 21. Where, by any of these rules, one of two vessels is to keep out of the way the other shall keep her course and speed.

Note.—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision can not be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision. (See articles twenty-seven and twenty-nine.)

Crossing Ahead.

Art. 22. Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Steam Vessels Shall Slacken Speed or Stop.

Art. 23. Every steam-vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Overtaking Vessels.

Art. 24. Notwithstanding anything contained in these rules every vessel, overtaking any other, shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam, that is, in such a position, with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel can not always know with certainty whether she is forward of or abaft this direction from the other vessel she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

Narrow Channels.

Art. 25. In narrow channels every steam-vessel shall, when it is safe and practicable, keep to that side of the fair-way or mid-channel which lies on the starboard side of such vessel.

Right of Way of Fishing Vessels.

Art. 26. Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or trawls. This rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fair-way used by vessels other than fishing vessels or boats.

Sound Signals for Passing Steamers.

Art. 28. The words "short blast" used in this article shall mean a blast of about one second's duration.

When vessels are in sight of one another, a steam-vessel under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on her whistle or siren, namely:

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going at full speed astern."

Distress Signals.

Art. 31. When a vessel is in distress and requires assistance from other vessels or from the shore the following shall be the signals to be used or displayed by her, either together or separately, namely:

In the daytime—

First. A gun or other explosive signal fired at intervals of about a minute.

Second. The international code signal of distress indicated by N. C.

Third. The distance signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball.

Fourth. A continuous sounding with any fog-signal apparatus.

At night—

First. A gun or other explosive signal fired at intervals of about a minute.

Second. Flames on the vessel (as from a burning tar barrel, oil barrel, and so forth).

Third. Rockets or shells throwing stars of any color or description, fired one at a time, at short intervals.

Fourth. A continuous sounding with any fog-signal apparatus.

Statute Aug. 19, 1890, chap. 802, sec. 1.

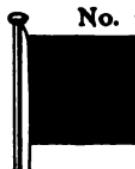
UNITED STATES SIGNAL SERVICE.

WEATHER SIGNALS.



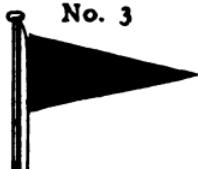
No. 1

Clear or Fair Weather



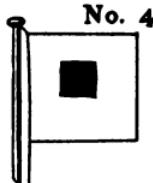
No. 2

Rain or Snow



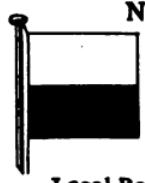
No. 3

Temperature Signal



No. 4

Cold Wave



No. 5

Local Rains or Showers

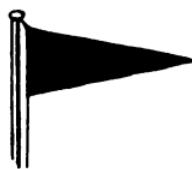
WIND DIRECTION AND VELOCITY SIGNALS



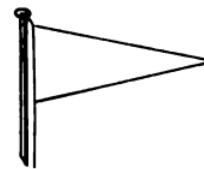
CAUTIONARY SIGNAL



STORM SIGNAL



EASTERLY WINDS



WESTERLY WINDS

U. S. SIGNAL SERVICE.

WEATHER SIGNALS.

- No. 1. Clear or fair weather.
- No. 2. Rain or snow.
- No. 3. Temperature signal.
- No. 4. Cold wave.
- No. 5. Local rains or showers.

Weather signals should be read from the top of the staff downward.

When the black triangular flag, No. 3, is placed above the white, blue, or white and blue combination flag, it indicates warmer weather; when placed below, colder weather; when omitted, stationary temperature.

Wind Direction and Velocity Signals.

1st. A cautionary signal: A yellow flag with white centre will indicate that the winds expected are not so severe, but that well-found and seaworthy vessels can meet them without great danger.

2d. A storm signal: A red flag with a black centre will indicate that the storm is to be of more marked violence.

3d. A red pennant will indicate that the winds are to be easterly—that is, from northeast to south inclusive, and that the storm centre is approaching.

4th. The white pennant will indicate westerly winds—that is, from north to southwest inclusive, and that the storm centre has passed.

5th. When the red pennant is hoisted above the cautionary or storm signal, winds are expected from the northeast quadrant; when below, from the southeast quadrant.

6th. When the white pennant is hoisted above the cautionary or storm signal, winds are expected from the northwest quadrant; when below, from the southwest quadrant.

Night Storm Signals.

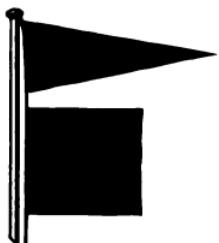
A red light for easterly winds.

A red light and a white light for westerly winds.

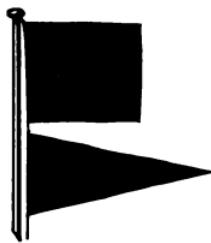
Information.

Red pennant alone indicates information signal—that special information may be had on application at the Signal Station.

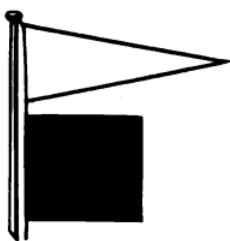
UNITED STATES WEATHER SIGNALS.



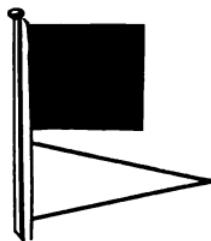
NORtheasterly



SOUTheasterly



NORTHwesterly



SOUTHwesterly



HURRICANE



STORM SIGNAL

RESTORATION OF THE APPARENTLY DROWNED.

A person taken out of the water, either drowned or apparently so, may have a swollen purple face, livid lips and bloodshot eyes, in which case he has probably fought against death and has been suffocated by the exclusion of air from the lungs, and possibly by drawing water instead of air into them. In other cases he may appear pale and flabby. In this latter instance it is probable that he has fainted or that there has been some failure of the heart.

Consider any one taken from or found in the water as only apparently dead.

Treatment.—The treatment must be carried out on the spot unless in extremely severe weather, when it is permissible to remove the body to a place of shelter if it be near. The first object of treatment is to make the patient breathe. After that is once accomplished, we wish to re-establish the circulation and restore warmth.

Send immediately for a doctor and blankets, dry clothes and stimulants. Strip the patient to the waist and rub him dry. Allow the chest and shoulders to be exposed to the wind. Wipe out the mouth and back of the throat with your finger, covered with one or two thicknesses of a handkerchief. Next turn the patient over, his face turned downward and resting on

one arm, while the abdomen rests on a large roll of clothing or a folded blanket. Place your hands one on each side of the small of the back and press rather heavily; this is done to expel any water that has been swallowed or that has collected elsewhere. Then turn the patient again on to his back.

If breathing has not commenced, there are certain simple means that are to be remembered as having a tendency to excite natural respiration. If it be at hand, apply smelling salts to the nose. Tickle the nose with a feather or straw. Dash cold water on the face and chest, or first cold, then hot and again cold. These sudden changes excite efforts at inspiration. Give the patient a severe slap over the pit of the stomach with the open hand. Any one who has had this tried on himself will realize how it excites an inspiration. If natural breathing is established by these procedures continue treatment as described under restorations of warmth and circulation.

The above measures must be quickly executed, and if not successful, artificial respiration should immediately be resorted to.

ARTIFICIAL RESTORATION.

Sylvester's method is the best. The chest is first made to expand, thus enlarging its cavity and causing the air to be sucked in, just as a pair of bellows fill with air when opened. Then the chest is made to contract, its capacity for holding air is reduced, and the air is forced out. When these movements are performed alternately we have first inspiration, then expiration, and the two together constitute respiration, or breathing. To carry out artificial respiration, after

cleaning the throat and mouth as directed, place the patient on his back, the shoulders resting on a roll of clothing.

Next, the tip of the tongue must be drawn forward and out of the mouth, as otherwise it will fall back into the throat and impede the breathing. This is an important matter, for if it is not done successfully, all that would otherwise be gained by artificial respiration may not be accomplished. Let a bystander grasp the tongue with a dry handkerchief or other cloth to prevent it slipping from the fingers, or he may cover his fingers with sand for the same purpose. He is to kneel on one side of the patient, holding the tongue out in such a manner as not to have his hand and arm interfere with the movements that are to be described. If alone, draw the tongue well out and tie it against the lower teeth. To do this lay the centre of a dry strip of cloth on the tongue, cross it under the chin, carry the ends around the neck and tie them at the side of the neck. Do not attempt to tie anything around the tongue, as it will probably slip off. Another way to hold the tongue out is to slip over it and under the chin an ordinary rubber band or strap. By far the best way of securing the tongue is to run through it, about half an inch from the tip, a large pin or needle for about half its length. The pin will rest against the upper and lower lips and prevent the tongue from falling back.

After adjusting the position of the tongue, kneel behind the patient's head; grasp him by the forearms half way between the elbows and the wrists, and draw his arms up and over his head, rather quickly but steadily, until his hands touch the ground or floor

behind the head. Fig. 1. Hold them there for two seconds. This motion draws the ribs up, thus expanding the chest and air enters. The arms are held back two seconds to allow the air sufficient time to completely fill the lungs.



Fig. 1.

Now reverse the first movement—that is, carry the arms back until they rest against the sides of the chest, the forearms a little on top. Press the forearms firmly downward and inward against the chest, for one second. This pressure depresses the ribs, contracts the chest, and forces the air out. Fig. 2.



Fig. 2.

Then again perform the first movement of drawing the arms back, and repeat the movements alternately, regularly, and persistently, at the rate of sixteen times per minute, until some effort is made by the patient to breathe. This effort may only be a gasp; wait a moment to see if he will breathe again, if not, again perform artificial respiration, but now endeavor to time the movements by his efforts to breathe; also at this time again resort to hartshorn, dashes of cold water and slapping until gradually respiration is established. Artificial respiration should be continued for an hour and a half, even though there is no sign of life, or until a doctor has pronounced life extinct.

Absence of the pulse at the wrist, or of the heart sounds, to the unpracticed ear, is no proof that life is extinct.

Restoration of Warmth and Circulation.—As soon as respiration is fairly established, put the patient into a warm bed if possible. Place hot water bottles, or warm bricks, along each side of the body, on the pit of the stomach, between the thighs, in the armpits and at the soles of the feet. Continue to use friction and all kinds of warmth until life is fairly restored. As soon as the patient can swallow, give warm drinks—hot tea, or coffee, or whisky and water, in teaspoonful doses. If there is persistent difficulty in breathing a large mustard plaster is to be applied to the chest.

CHAMPIONSHIPS.

SEASON OF 1906.

Twenty-one Foot Restricted Class.

AMANITA III Joshua Crane

One Design 18-Footers.

WIZARD F. W. Sargent

One Design 15 Footers.

PEACOCK Robert Winsor

WINNERS OF SPECIAL PRIZE CUPS.

SEASON OF 1906.

Vice-Com. W. E. C. Eustis Cup, for 21-Footers.

Won by AMANITA III JOSHUA CRANE

Geo. P. Gardner Cup, for 18-Footers.

Won by WANDERER A. S. WHITING

Howard Stockton Cup for 15-Footers.

Sailed by a Lady Member.

Won by YALU MISS MARGARET CODMAN

Three Hundred and Seventy-Eighth Regatta.

FIRST CLUB RACE.

Club House, June 16, 1906.

Judges: CHARLES WHITTEMORE and F. E. CABOT.

Wind, Southeast, 10 Knots, good breeze.

21-FOOTERS. Course 13, 12 3-8 miles.

<i>Yacht and Owner.</i>	H. M. S.
BARNACLE—W. E. C. Eustis	1 49 42
AMANITA III.—Joshua Crane	1 54 56
TERRAPIN—L. S. Dabney	1 55 38
OWL—F. C. Paine	1 56 18
ILLUSION—C. M. Baker	2 00 15

18-FOOTERS. Course 21, 5 3-4 miles.

WANDERER—A. S. Whiting	1 02 01
JAP—G. P. Gardner, Jr.	1 05 06

18-FOOTERS. Course 21, 5 3-4 miles.

YALU—Miss Margaret Codman	1 05 20
TINKER—Mrs. R. W. Emmons, 2d.	1 07 06
RANZO—M. H. Richardson, Jr.	1 07 54
FLICKAMAROO—C. E. Hellier	1 08 09
WHITECAP—Wm. and Vred. Minot	1 08 24

Three Hundred and Seventy-Ninth Regatta.

SECOND CLUB RACE.

Club House, June 18, 1906.

Judge: R. W. EMMONS, 2d.

Wind, North, light.

21-FOOTERS. Course 16, 8 5-8 miles.

<i>Yacht and Owner.</i>	<i>H. M. S.</i>
AMANITA III.—Joshua Crane	1 44 16
TERRAPIN—L. S. Dabney	1 49 15
ILLUSION—C. M. Baker	1 49 38
ARETHUSA—D. L. Whittemore	1 51 43
OWL—F. C. Paine	1 52 17
BARNACLE—W. E. C. Eustis	1 58 53

18-FOOTERS. Course 19, 6 1-2 miles.

WANDERER—A. S. Whiting	1 42 52
JAP—G. P. Gardner, Jr.	1 46 47

15-FOOTERS. Course 19, 6 1-2 miles.

YALU—Miss Margaret Codman	1 43 13
TINKER—Mrs. R. W. Emmons, 2d.	1 46 17
FLICKAMAROO—Walter Hellier	1 48 38
RANZO—M. H. Richardson, Jr.	1 50 01
FIDDLER—Mrs. F. L. Dabney	1 51 04
WHITECAP—Wm. and Vred. Minot	1 53 56

Three Hundred and Eightieth Regatta.

THIRD CLUB RACE.

Club House, June 23, 1906.

Judge: CHARLES WHITTEMORE.

Wind, Southwest.

21-FOOTERS. Course 14, 11 3-4 miles.

<i>Yacht and Owner.</i>	<i>H. M. S.</i>
RADIANT—Mrs. C. M. Baker	2 21 24
ARETHUSA—D. L. Whittemore	2 21 28
AMANITA III.—Joshua Crane	2 21 33
ILLUSION—C. M. Baker	2 21 55
TERRAPIN—L. S. Dabney	2 24 28
BARNACLE—W. E. C. Eustis	2 27 10
OWL—F. C. Paine	2 27 46

18-FOOTERS. Course 18, 8 3-8 miles.

WANDERER—A. S. Whiting	1 43 33
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15-FOOTERS. Course 19, 6 1-2 miles.

FLICKAMAROO—Walter H. Hellier	1 44 14
TOBEY—James Jackson	1 44 34
RANZO—M. H. Richardson, Jr.	1 44 40
FIDDLER—Miss C. M. Dabney	1 45 30
JUB JUB—Howard Stockton	1 46 14
MONGOOSE—Nelson Emmons	1 49 36
COMPRESS—S. M. Weld	1 50 30
WHITECAP—Wm. and Vred. Minot	1 50 35
*TINKER—Mrs. R. W. Emmons, 2nd.	1 44 55

*Fouled buoy.

Three Hundred and Eighty-First Regatta.

FOURTH CLUB RACE.

Club House, June 30, 1906.

Judge: F. A. EUSTIS.

Wind, Northeast, variable, 3-20 Knots.

21-FOOTERS. Course 17, 8 5-8 miles.

<i>Name and Owner.</i>	<i>H. M. S.</i>
AMANITA III.—Joshua Crane	1 51 06
ARETHUSA—D. L. Whittemore	1 52 25
OWL—F. C. Paine	1 53 05
ILLUSION—C. M. Baker	1 53 47
ROSAMOND—Miles W. Weeks	1 54 48
TERRAPIN—L. S. Dabney	2 47 01
BARNACLE—W. E. C. Eustis	Disabled

18-FOOTERS. Course 20, 6 1-2 miles.

WANDERER—A. S. Whiting	1 47 25
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15-FOOTERS. Course 20, 6 1-2 miles.

FLICKAMAROO—Walter H. Hellier	1 48 30
MONGOOSE—Eleanor Emmons	1 51 32
BANTAM—Miss Hilda W. Williams	2 04 07
TINKER—Mrs. R. W. Emmons, 2d.	2 05 10
FIDDLER—Miss C. M. Dabney	2 05 40
JUB JUB—Howard Stockton	2 07 28
PEACOCK—Robert Winsor	2 07 29
SEEPS—S. D. Warren	2 13 17
YALU—Miss Margaret Codman	2 13 33

Three Hundred and Eighty-Second Regatta.

FIRST SWEEPSTAKE RACE.

Club House, July 4, 1906.

Judge: F. A. EUSTIS.

Wind, Southwest, 35 Knots.

21-FOOTERS. Course 18, 8 3-8 miles.

<i>Name and Owner.</i>	<i>H. M. S.</i>
BARNACLE—W. E. C. Eustis	1 18 58
TERRAPIN—L. S. Dabney	1 22 54
AMANITA III.—Joshua Crane	1 23 54
ARETHUSA—D. L. Whittemore	1 23 55
OWL—F. C. Paine	1 27 45

15-FOOTERS. Course 19, 6 1-2 miles.

YALU—Miss Margaret Codman	0 51 11
MONGOOSE—Miss Eleanor Emmons	0 51 53
WHITECAP—Wm. and Vred. Minot	0 53 59
TINKER—Mrs. R. W. Emmons 2d.	0 54 11
PEACOCK—Robert Winsor	0 56 36
JUB JUB—Howard Stockton	0 57 00

Three Hundred and Eighty-Third Regatta.

FIRST CORINTHIAN RACE.

Club House, July 7, 1906.

Judge: CHAS. WHITTEMORE.

Wind, Northeast, 8 Knots.

21-FOOTERS. Course 14, 11 3-4 miles.

<i>Name and Owner.</i>	<i>H. M. S.</i>
ARETHUSA—D. L. Whittemore	2 16 13
RADIANT—Mrs. C. M. Baker	2 19 34
ILLUSION—C. M. Baker	2 19 56
TERRAPIN—L. S. Dabney	2 20 02
AMANITA III.—Joshua Crane	2 20 40
ROSAMOND—Miles W. Weeks	2 27 23
OWL—F. C. Paine	Protested

18-FOOTERS. Course 18, 8 3-8 miles.

WANDERER—A. S. Whiting	1 39 48
WIZARD—F. W. Sargent	1 39 55
JAP—G. P. Gardner, Jr.	1 40 41

15-FOOTERS. Course 18, 8 3-8 miles.

PEACOCK—Robert Winsor	1 46 45
TOBEY—James Jackson	1 46 56
FLY—Mrs. Joseph Warren	1 47 21
FLICKAMAROO—Walter H. Hellier	1 47 38
VIM—F. W. Sargent, Jr.	1 48 05
CATSPAWE—S. D. Warren	1 48 07
JUB JUB—Howard Stockton	1 48 23
RANZO—M. H. Richardson, Jr.	1 48 32
TINKER—Mrs. B. W. Emmons, 2d.	1 49 08
FIDDLER—Miss C. M. Dabney	1 49 17
YALU—Miss Margaret Codman	1 49 22
WHITECAP—Wm. and Vred. Minot	1 53 26

Three Hundred and Eighty-Fourth Regatta.

SECOND CORINTHIAN RACE.

Club House, July 14, 1906.

Judge: L. S. DABNEY.

Wind, Northeast, 15 Knots.

21-FOOTERS. Course 14, 11 3-4 miles.

<i>Yacht and Owner.</i>	H. M. S.
BARNACLE—W. E. C. Eustis	2 02 06
AMANITA III.—Joshua Crane	2 03 48
OWL—F. C. Paine	2 06 40
ARETHUSA—D. L. Whittemore	2 06 55
RADIANT—Mrs. C. M. Baker	2 08 38
ROSAMOND—Miles W. Weeks	2 09 16
ILLUSION—C. M. Baker	2 09 22
*TERRAPIN—L. S. Dabney	2 05 59

18-FOOTERS. Course 18, 8 3-8 miles.

WANDERER—A. S. Whiting	1 30 48
JAP—G. P. Gardner, Jr.	1 31 43
WIZARD—F. W. Sargent	1 33 58
HINDOO—N. F. Emmons	1 36 11

15-FOOTERS. Course 24, 5 3-8 miles.

YALU—Miss Margaret Codman	1 10 08
SEEPS—S. D. Warren	1 10 36
PEACOCK—Robert Winsor	1 11 17
TINKER—Mrs. R. W. Emmons, 2d.	1 11 48
FLICKAMAROO—Walter H. Hellier	1 12 54
BANTAM—Miss Hilda W. Williams	1 14 33
WHITECAP—Wm. and Vred. Minot	1 14 49
JUB JUB—Howard Stockton	1 15 46
MONGOOSE—Eleanor Emmons	1 16 00
VIM—F. W. Sargent, Jr.	1 17 45
FLY—Mrs. Joseph Warren	1 18 35
FIDDLER—Miss C. M. Dabney	Disabled

*Protested and ruled out.

Three Hundred and Eighty-Fifth Regatta.

THIRD CORINTHIAN RACE.

Club House, July 21, 1906.

Judges: C. H. TAYLOR, JR., and F. E. CABOT.

Wind, Southwest. Fair breeze.

21-FOOTERS. Course 11, 13 5-8 miles.

<i>Yacht and Owner</i>	<i>H. M. S.</i>
TERRAPIN—L. S. Dabney	2 00 38
AMANITA III.—Joshua Crane	2 01 35
BARNACLE—W. E. C. Eustis	2 02 02
RADIANT—Mrs. C. M. Baker	2 02 40
ROSAMOND—Miles W. Weeks	2 03 33
EDITH—Clark King	2 03 48
ARETHUSA—D. L. Whittemore	2 04 22
ILLUSION—C. M. Baker	2 05 12

FOURTH CLASS CATS. Course 24, 5 3-8 miles.

WATERBABY—F. C. Paine	1 11 53
FOLLY—Frederick Winsor	1 14 27
BANTAM—B. Winsor	1 16 03

18-FOOTERS. Course 18, 8 3-8 miles.

WIZARD—F. W. Sargent	1 25 29
JAP—G. P. Gardner, Jr.	1 28 29
WANDERER—A. S. Whiting	1 30 40

15-FOOTERS. Course 24, 5 3-8 miles.

FLICKAMAROO—C. E. Hillier	1 05 35
MONGOOSE—Eleanor Emmons	1 05 49
PEACOCK—Robert Winsor, Jr.	1 06 02
SEEPS—S. D. Warren	1 06 14
RANZO—M. H. Richardson, Jr.	1 06 42
JUB JUB—Howard Stockton	1 07 05
FIDDLER—Miss C. M. Dabney	1 07 14
FLY—Mrs. Joseph Warren	1 08 53
WHITECAP—Wm. and Vred. Minot	1 08 57

Three Hundred and Eighty-Sixth Regatta.

FOURTH CORINTHIAN RACE.

Club House, July 28, 1906

Judge: CHARLES WHITTEMORE.

Wind, Light, 5 miles per hour.

21-FOOTERS. Course 18, 8 3-8 miles.

Yacht and Owner.

	H. M. S.
ILLUSION—C. M. Baker	2 24 04
TERRAPIN—L. S. Dabney	2 24 21
AMANITA III.—Joshua Crane	2 24 25
ARETHUSA—D. L. Whittemore	2 24 33
OWL—F. C. Paine	2 24 58
RADIANT—Mrs. C. M. Baker	2 25 58
IDITH—Clark King	2 27 13
BARNACLE—W. E. C. Eustis	2 27 21
ROSAMOND—Miles W. Weeks	2 27 28
IDLER—R. W. Emmons, 2d.	Protested

18-FOOTERS. Course 18, 8 3-8 miles.

JAP—G. P. Gardner, Jr.	2 22 10
WIZARD—F. W. Sargent	2 24 29

15-FOOTERS. Course 24, 5 3-8 miles.

PEACOCK—Ralph Winsor	2 15 80
YALU—Miss Margaret Codman	2 16 20
UARDA—John Parkinson, Jr.	2 16 30
JUB JUB—Howard Stockton	2 17 20
MONGOOSE—Eleanor Emmons	2 17 52
FIDDLER—Miss C. M. Dabney	2 18 10
VIM—F. W. Sargent, Jr.	2 18 12
WHITECAP—Wm. and Vred. Minot	2 18 20
JACK—Robert F. Herrick	2 20 21

Three Hundred and Eighty-Seventh Regatta.

FIFTH CORINTHIAN RACE.

Club House, August 4, 1906.

Judge: F. E. CABOT.

Wind, S. S. W., Fair Breeze.

21-FOOTERS. Course 11, 13 5-8 miles.

<i>Yacht and Owner.</i>	<i>H. M. S.</i>
AMANITA III.—Joshua Crane	2 03 37
TERRAPIN—L. S. Dabney	2 04 06
OWL—F. C. Paine	2 05 32
RADIANT—Mrs. C. M. Baker	2 07 18
BARNACLE—W. E. C. Eustis	2 08 08
ILLUSION—C. M. Baker	2 08 20
ARETHUSA—D. L. Whittemore	2 08 28
ROSAMOND—Miles W. Weeks	2 08 45

18-FOOTERS. Course 15, 10 1-4 miles.

WANDERER—A. S. Whiting	1 53 53
WIZARD—F. W. Sargent	1 57 38

15-FOOTERS. Course 20, 6 1-2 miles

PEACOCK—Robert Winsor	1 28 02
SEEPS—Miss Warren	1 28 35
FLICKAMAROO—E. C. Heller	1 29 20
JUB JUB—Howard Stockton	1 32 08
YALU—Miss Margaret Codman	1 32 25
MONGOOSE—Miss Eleanor Emmons	1 32 40
FIDDLER—Miss C. M. Dabney	1 34 10
COMPRESS—S. M. Weld	1 34 11
TINKER—Mrs. R. W. Emmons, 2d	1 34 19
VIM—F. W. Sargent, Jr.	1 35 21
FLY—Mrs. Joseph Warren	1 35 31
RANZO—Miss Mary Richardson	1 37 11
JILL—R. F. Herrick	1 40 02
WHITECAP—Wm. and Vred. Minot	1 40 31
JACK—R. F. Herrick, Jr.	1 42 12

Three Hundred and Eighty-Eighth Regatta.

FIFTH CLUB RACE.

Club House, August 11, 1906.

Judge: F. W. EMMONDS, 2d.

Wind, Southwest, 8 Knots.

21-FOOTERS. Course 14, 11 3-4 miles.

<i>Yacht and Owner.</i>	H. M. S.
BARNACLE—W. E. C. Eustis	1 56 20
ROSAMOND—Miles W. Weeks	2 00 28
AMANITA III.—Joshua Crane	2 02 19
RADIANT—Mrs. C. W. Baker	2 03 23
TERRAPIN—L. S. Dabney	2 03 50
ARETHUSA—D. L. Whittemore	2 04 18
OWL—F. C. Paine	2 04 18
ILLUSION—C. W. Baker	2 04 25

18-FOOTERS. Course 18, 8 3-8 miles.

WIZARD—F. W. Sargent	1 28 12
WANDERER—A. S. Whiting	1 29 05

15-FOOTERS. Course 24, 5 3-8 miles.

FIDDLER—Miss C. M. Dabney	1 05 30
FLICKAMAROO—Walter H. Hellier	1 07 50
YALU—Miss Margaret Codman	1 08 20
MONGOOSE—Eleanor Emmons	1 08 21
TINKER—Mrs. F. W. Emmons, 2d.	1 09 56
JUB JUB—Howard Stockton	1 10 54
JILL—R. F. Herrick	1 11 44
FLY—Mrs. Joseph Warren	1 12 11
JACK—R. F. Herrick	1 13 20
PEACOCK—Robert Winsor	Broke down
WHITECAP—Wm. and Vred. Minot	Withdrew
UARDA—John Parkinson, Jr.	Protested

Three Hundred and Eighty-Ninth Regatta.

SIXTH CLUB RACE.

Club House, August 18, 1906.

Judge: C. H. TAYLOR, JR.

Wind, Southwest, wholsall.

21-FOOTERS. Course 14, 11 3-4 miles.

Yacht and Owner.

	H. M. S.
BARNACLE—W. E. C. Eustis	1 58 45
AMANITA III.—Joshua Crane	2 04 16
ROSAMOND—Miles W. Weeks	2 05 15
OWL—F. C. Paine	2 07 09
RADIANT—Mrs. C. M. Baker	2 08 02
ILLUSION—C. M. Baker	2 11 18
TERRAPIN—L. S. Dabney	2 15 25
EDITH—Clark King	Withdrew

18-FOOTERS. Course 18, 8 3-8 miles.

JAP—G. P. Gardner, Jr.	1 31 28
WANDERER—A. S. Whiting	1 31 53
WIZARD—F. W. Sargent	1 32 53

15-FOOTERS. Course 24, 5 3-8 miles.

SEEPS—S. D. Warren	1 10 00
MONGOOSE—Eleanor Emmons	1 10 02
YALU—Miss Margaret Codman	1 10 10
*FLICKAMAROO—C. E. Hellier	1 12 40
VIM—F. W. Sargent, Jr.	1 13 07
PEACOCK—Robert Winsor	1 13 48
JUB JUB—Howard Stockton, Jr.	1 14 28
TINKER—Mrs. R. W. Emmons, 2d.	1 14 30
RANZO—M. H. Richardson, Jr.	1 15 35
FIDDLER—Miss C. M. Dabney	1 16 10
BANTAM—Miss Hilda W. Williams	1 16 19
WHITECAP—Wm. and Vred. Minot	1 18 27
JILL—R. F. Herrick	1 20 09
FLY—Mrs. Joseph Warren	1 20 34
JACK—R. F. Herrick, Jr.	1 22 00

*Protested by Jub Jub.

Three Hundred and Ninetieth Regatta.

SIXTH CORINTHIAN RACE.

Club House, August 25, 1906.

Judge: L. S. DABNEY.

Wind, N. E., W., S. E.

21-FOOTERS. Course 14, 11 3-4 miles.

<i>Yacht and Owner.</i>	H. M. S.
AMANITA III.—Joshua Crane	2 20 58
TERRAPIN—L. S. Dabney	2 25 05
ILLUSION—C. M. Baker	2 25 30
OWL—F. C. Paine	2 26 31
QUAKERESS—W. F. Harrison	2 28 07
RADIANT—Mrs. C. M. Baker	2 28 35
ROSAMOND—Miles W. Weeks	2 39 55
BARNACLE—W. E. C. Eustis	2 40 46

18-FOOTERS. Course 18, 8 3-8 miles.

WIZARD—F. W. Sargent	1 47 35
JAP—G. P. Gardner, Jr.	1 51 09
WANDERER—A. S. Whiting	1 51 39

15-FOOTERS. Course 18, 8 3-8 miles.

JUB JUB—Howard Stockton	2 04 05
SEEPS—S. D. Warren	2 05 29
FEACOCK—Robert Winsor	2 08 12
TINKER—Mrs. R. W. Emmons, 2d.	2 09 33
RANZO—M. H. Richardson, Jr.	2 10 17
FLY—Mrs. Joseph Warren	2 11 16
FIDDLER—Miss C. M. Dabney	2 12 02
YALU—Miss Margaret Codman	2 12 32
BANTAM—Miss Hilda W. Williams	2 12 55
MONGOOSE—Miss Eleanor Emmons	2 13 43
FLICKAMAROO—C. E. Hellier	2 14 32
WHITECAP—Wm. and Vred. Minot	2 15 00
JACK—R. F. Herrick	2 19 49

Three Hundred and Ninety-First Regatta.

OPEN RACE, MATTAPOISETT.

Mattapoisett, August 31, 1906.

Judges: LOUIS BACON and CHAS. H. TAYLOR, JR.

Wind, W. N. W.

SPECIAL CLASS. Course 1, 12 miles.

<i>Yacht and Owner.</i>	H. M. S.
*YOUNG MISS—D. L. Whittemore	3 06 00
EMILY JANE—Alfred Meyer	3 05 25

21-FOOTERS. Restricted. Course 1, 12 miles.

BARNACLE—W. E. C. Eustis	1 48 08
IDLER—R. W. Emmons, 2d.	1 50 08
QUAKERESS—W. F. Harrison	1 51 02
TERRAPIN—L. S. Dabney	1 51 11
ROSAMOND—Miles W. Weeks	1 51 18
AMANITA III.—Joshua Crane	1 51 26
OWL—F. C. Paine	1 52 22
RADIANT—Charles Brewer	1 52 28
ILLUSION—C. M. Baker	1 53 08

18 to 21-FOOTERS. Course 8, 7 3-4 miles.

BARRACOUTA—T. T. Gaff and Chas. N. Hinkle..	1 24 20
I. O. U.—W. F. Phinney	1 27 50
SHADOW—J. G. Arms	1 28 38

18-FOOTERS. One Design. Course 8, 7 3-4 miles.

WIZARD—F. W. Sargent	1 20 45
WANDERER—A. S. Whiting	Did not finish

*Wins on time allowance.

Three Hundred and Ninety-First Regatta.
 (Continued.)

15-FOOTERS. One Design. Course 8, 7 3-4 miles.

<i>Yacht and Owner.</i>	<i>H. M. S.</i>
SEEPS—S. D. Warren	1 27 00
PEACOCK—Robert Winsor	1 28 05
CATSPAWE—S. D. Warren	1 28 48
RANZO—M. H. Richardson, Jr.	1 29 40
YALU—Miss Margaret Codman	1 30 21
FLICKAMAROO—C. E. Hellier	1 33 01
JAPANSKI—J. Perkins	1 33 15
JUB JUB—Howard Stockton, Jr.	Did not finish
MONGOOSE—Miss Eleanor Emmons	Did not finish

ONE DESIGN 15-FOOT CATS. Course 8, 7 3-4 miles.

TRIDENT—Ned Hellier	1 31 57
WREN—Miss Whiting	1 34 00
SWALLOW—Miss Bullivant	Did not finish

FOURTH CLASS CATS. Course 8, 7 3-4 miles.

WEWEANTIT—F. B. Smith	1 39 50
UNNAMED— —————	Did not finish

Three Hundred and Ninety-Second Regatta.

LABOR DAY OPEN RACE.

Club House, September 3, 1906.

Judge: F. E. CABOT.

Wind, S. W. W.

21-FOOTERS. Course 18, 8 3-8 miles.

<i>Yacht and Owner.</i>	H.	M.	S.
BARNACLE—W. E. C. Eustis	1	28	48
RADIANT—Mrs. C. M. Baker	1	25	35
ROSAMOND—Miles W. Weeks	1	26	32
ARETHUSA—D. L. Whittemore	1	29	06
OWL—F. C. Paine			Disabled

18-FOOTERS. Course 18, 8 3-8 miles.

WANDERER—A. S. Whiting	1	40	06
WIZARD—F. W. Sargent	1	40	50

15-FOOTERS. Course 19, 6 1-2 miles.

MONGOOSE—Eleanor Emmons	1	29	23
YALU—Miss Margaret Codman	1	30	02
UARDA—John Parkinson, Jr.	1	30	40
*PEACOCK—Robert Winsor	1	30	28
*FLICKAMAROO—C. E. Hellier	1	32	40
*SEEPS—S. D. Warren	1	33	03
*RANZO—Miss Richardson	1	35	06
*TINKER—Mrs. R. W. Emmons, 2d.	1	35	43
*VIM—F. W. Sargent, Jr.	1	39	45
JUB JUB—Howard Stockton			Withdrew

*Started before gun and were disqualified.

Three Hundred and Ninety-Third Regatta.

SEVENTH CORINTHIAN RACE.

Club House, September 8, 1906.

Judges: CHAS. WHITTEMORE and F. E. CABOT.

Wind, N. E. Fair breeze.

21-FOOTERS. Course 14, 11 3-4 miles.

<i>Yacht and Owner.</i>	H. M. S.
TERRAPIN—L. S. Dabney	2 29 58
ILLUSION—C. M. Baker	2 31 04
AMANITA III.—Joshua Crane	2 32 01
RADIANT—Mrs. C. M. Baker	2 32 23
ARETHUSA—D. L. Whittemore	2 34 15
BARNACLE—W. E. C. Eustis	2 34 35
OWL—F. C. Paine	2 40 06
ROSAMOND—Miles W. Weeks	2 41 16

18-FOOTERS. Course 17, 8 5-8 miles.

WIZARD—F. W. Sargent	2 01 00
WANDERER—A. S. Whiting	2 04 49

15-FOOTERS. Course 18, 8 3-8 miles.

MONGOOSE—Miss Eleanor Emmons	1 53 02
FLICKAMAROO—C. E. Hellier	1 55 21
FIDDLER—Miss C. M. Dabney	1 55 46
TINKER—Mrs. R. W. Emmons, 2d	1 56 12
FLY—Mrs. Joseph Warren	1 56 58
YALU—Miss Margaret Codman	1 58 29
SEEPS—Miss Warren	1 59 46
JUB JUB—Howard Stockton	2 03 01
TOBEY—Mrs. Jackson	2 03 42
VIM—F. W. Sargent, Jr.	2 04 30
JACK—R. F. Herrick, Jr.	2 08 20
*UARDA—John Parkinson, Jr.	1 51 40

*Not sailed by Club Member.

HIGH AND LOW WATER TIDE TABLE.

FOR WING'S NECK, BUZZARD'S BAY, MASS.

MAY, 1907.

Moon	Day	A. M.	A. M.	P. M.	P. M.
L.Q.	1	8.27 low	10.08 high	8.29 low	10.26 high
	2	4.19	11.04	4.22	11.24
	3	5.18	12.06	5.21	
	4	12.25 high	6.12 low	1.11 high	6.28 low
	5	1.83	7.16	2.17	7.42
	6	2.42	8.20	3.19	8.56
	7	3.45	9.21	4.16	10.05
	8	4.41	10.15	5.07	11.02
	9	5.30	11.01	5.53	11.52
	10	6.15	11.44	6.86	
New	11	12.31 low	6.58 high	12.25 low	7.16 high
	12	1.07	7.39	12.57	7.56
	13	1.43	8.20	1.87	8.34
	14	2.17	9.00	2.17	9.18
	15	2.52	9.42	2.47	9.51
	16	3.30	10.27	3.26	10.81
	17	4.11	11.14	4.06	11.16
	18	4.55	12.06	4.52	
	19	12.04 high	5.45 low	1.04 high	5.47 low
	20	1.02	6.40	2.01	6.52
F.Q.	21	2.06	7.87	2.56	8.01
	22	3.07	8.85	3.46	9.08
	23	4.04	9.30	4.82	10.07
	24	4.56	10.22	5.17	11.08
	25	5.46	11.12	6.08	11.55
	26	6.33	12.00	6.49	
	27	12.45 low	7.21 high	12.47 low	7.87 high
	28	1.34	8.09	1.84	8.26
	29	2.33	8.59	2.28	9.17
	30	3.12	9.52	3.15	10.10
	31	4.04	10.47	4.10	11.07

HIGH AND LOW WATER TIDE TABLE.

FOR WING'S NECK, BUZZARD'S BAY, MASS.

JUNE, 1907.

Moon	Day	A. M.	A. M.	P. M.	P. M.
L.Q.	Sat. 1	4.56 low	11.47 high	5.09 low	_____
	2	12.07 high	5.52 low	12.49 high	6.18 low
	3	1.12	6.49	1.52	7.23
	4	2.16	7.48	2.58	8.36
	5	3.16	8.45	3.51	9.44
	6	4.12	9.38	4.43	10.43
	7	5.04	10.27	5.30	11.29
New	Sat. 8	5.51	11.18	6.14	_____
	9	12.09 low	6.85 high	11.55 low	6.53 high
	10	12.44	7.17	12.83	7.32
	11	1.18	7.57	1.09	8.10
	12	1.58	8.38	1.44	8.47
	13	2.28	9.19	2.22	9.24
	14	3.06	10.01	3.00	10.02
F.Q.	Sat. 15	3.46	10.45	3.42	10.44
	16	4.80	11.26	4.27	11.81
	17	5.16	12.21	5.20	_____
	18	12.22 high	6.06 low	1.12 high	6.20 low
	19	1.22	6.58	2.08	7.25
	20	2.27	7.53	3.03	8.82
	21	3.27	8.49	3.56	9.87
Full	Sat. 22	4.26	9.46	4.44	10.87
	23	5.19	10.41	5.89	11.88
	24	6.11	11.35	6.30	_____
	25	12.26 low	7.01 high	12.27 low	7.20 high
	26	1.17	7.51	1.18	8.11
	27	2.07	8.42	2.09	9.02
	28	2.56	9.38	3.02	9.54
Sat. 29	3.45	10.27	8.56	10.48	
	30	4.35	11.28	4.52	11.45

HIGH AND LOW WATER TIDE TABLE.

FOR WING'S NECK, BUZZARD'S BAY, MASS.

JULY, 1907.

Moon	Day	A. M.	A. M.	P. M.	P. M.
L.Q.	1	5.26 low	12.22 high	5.51 low	_____
	2	12.44 high	6.17 low	1.22 high	6.55 low
	3	1.44	7.10	2.22	8.01
	4	2.44	8.04	3.22	9.11
	5	3.43	8.58	4.16	10.14
	6	4.38	9.52	5.04	11.08
	7	5.27	10.41	5.50	11.42
New	8	6.18	11.27	6.31	_____
	9	12.17 low	6.56 high	12.08 low	7.09 high
	10	12.52	7.35	12.46	7.46
	11	1.27	8.15	1.23	8.22
	12	2.04	8.54	2.02	8.59
	13	2.42	9.33	2.40	9.38
	14	3.22	10.13	3.22	10.17
F.Q.	15	4.03	10.54	4.07	11.01
	16	4.46	11.39	4.56	11.49
	17	5.32	12.29	5.52	_____
	18	12.44 high	6.21 low	1.26 high	6.54 low
	19	1.48	7.14	2.26	8.01
	20	2.56	8.13	3.26	9.10
	21	3.54	9.16	4.25	10.14
Full	22	4.57	10.17	5.21	11.14
	23	5.51	11.16	6.18	_____
	24	12.09 low	6.42 high	12.12 low	7.05 high
	25	1.00	7.33	1.05	7.55
	26	1.49	8.23	1.57	8.45
	27	2.36	9.12	2.49	9.36
	28	3.22	10.03	3.39	10.27
L.Q.	29	4.07	10.55	4.30	11.19
	30	4.53	11.50	5.22	_____
	31	12.12 high	5.40 low	12.46 high	6.17 low

HIGH AND LOW WATER TIDE TABLE.

FOR WING'S NECK, BUZZARD'S BAY, MASS.

AUGUST, 1907.

Moon	Day	A. M.	A. M.	P. M.	P. M.
New	1	1.09 high	6.27 low	1.47 high	7.17 low
	2	2.10	7.21	2.47	8.21
	3	3.11	8.17	3.46	9.26
	4	4.11	9.16	4.38	10.23
	5	5.04	10.13	5.24	11.08
	6	5.51	11.02	6.06	11.47
	7	6.38	11.46	6.46	
	8	12.26 low	7.11 high	12.26 low	7.22 high
	9	1.02	7.49	1.06	7.59
	Sat. 10	1.89	8.26	1.46	8.86
	11	2.17	9.04	2.22	9.15
	12	2.56	9.40	3.04	9.54
	13	3.35	10.19	3.49	10.37
	14	4.17	11.04	4.86	11.24
F.Q.	15	5.00	11.54	5.30	
	16	12.18 high	5.47 low	12.53 high	6.80 low
	Sat. 17	1.22	6.46	1.56	7.36
	18	2.38	7.44	3.02	8.46
	19	3.39	8.58	4.05	9.54
	20	4.40	10.00	5.04	10.56
	21	5.38	11.08	5.59	11.50
Full	22	6.26	12.01	6.51	
	23	12.40 low	7.15 high	12.54 low	7.40 high
	Sat. 24	1.26	8.02	1.44	8.27
	25	2.11	8.49	2.82	9.15
	26	2.54	9.36	3.18	10.01
	27	3.36	10.25	4.04	10.48
L.Q.	28	4.18	11.16	4.49	11.40
	29	5.01	12.10	5.86	
	30	12.85 high	5.45 low	1.08 high	6.28 low
	Sat. 31	1.86	6.85	2.10	7.27

HIGH AND LOW WATER TIDE TABLE.

FOR WING'S NECK, BUZZARD'S BAY, MASS.

SEPTEMBER, 1907.

Moon	Day	A. M.	A. M.	P. M.	P. M.
New	1	2.40 high	7.34 low	3.11 high	8.81 low
	2	3.48	8.89	4.06	9.82
	3	4.38	9.41	4.54	10.25
	4	5.24	10.85	5.87	11.11
	5	6.05	11.22	6.18	11.53
	6	6.48	12.05	6.56	
	7 Sat.	12.82 low	7.18 high	12.44 low	7.84 high
	8	1.11	7.56	1.28	8.11
	9	1.49	8.82	2.04	8.51
	10	2.27	9.09	2.46	9.26
	11	3.07	9.50	3.81	10.15
	12	3.48	10.86	4.20	11.04
F.Q.	13	4.81	11.28	5.12	11.59
	14	5.20	12.27	6.11	
	15	1.05 high	6.17 low	1.84 high	7.16 low
	16	2.17	7.24	2.43	8.27
	17	3.24	8.38	3.50	9.86
	18	4.23	9.52	4.50	10.85
Full	19	5.18	10.53	5.45	11.28
	20	6.08	11.50	6.84	
	21 Sat.	12.16 low	6.55 high	12.41 low	7.21 high
	22	1.01	7.40	1.27	8.05
	23	1.42	8.25	2.11	8.49
	24	2.22	9.09	2.54	9.84
L.Q.	25	3.02	9.54	3.85	10.19
	26	3.42	10.42	4.16	11.08
	27	4.22	11.32	4.59	12.01
	28	5.04	12.26	5.45	
	29	1.02 high	5.52 low	1.25 high	6.87 low
	30	2.08	6.49	2.29	7.89

HIGH AND LOW WATER TIDE TABLE.

FOR WING'S NECK, BUZZARD'S BAY, MASS.
OCTOBER, 1907.

Moon	Day	A. M.	A. M.	P. M.	P. M.
New	1	8.12 high	7.59 low	8.27 high	8.44 low
	2	4.06	9.05	4.18	9.41
	3	4.51	10.04	5.02	10.82
	4	5.81	10.53	5.44	11.17
	Sat. 5	6.09	11.87	6.26	11.58
	6	6.46	12.19	7.05	
	7	12.87 low	7.22 high	1.02 low	7 45 high
	8	1.17	8.00	1.45	8.27
	9	1.56	8.41	2.29	9.11
	10	2.39	9.25	3.15	9.57
	11	3.22	10.14	4.04	10.49
	Sat. 12	4.08	11.09	4.57	11.47
	13	4.57	12.09	5.56	
F.Q.	14	12.54 high	6.02 low	1.17 high	7.00 low
	15	2.03	7.15	2.27	8.09
	16	3.07	8.31	3.34	9.14
	17	4.06	9.42	4.33	10 11
	18	4.55	10.45	5.25	11.02
	Sat. 19	5.48	11.39	6.14	11.48
	20	6.34	12.25	6.58	
Full	21	12.81 low	7.17 high	1.08 low	7.41 high
	22	1.10	8.00	1.49	8.24
	23	1.49	8.43	2.28	9.07
	24	2.28	9.25	3.06	9.52
	25	3.06	10.09	3.45	10.39
	Sat. 26	3.46	10.55	4.26	11 26
	27	4.26	11.44	5.11	
L.Q.	28	12.29 high	5.11 low	12.39 high	6 00 low
	29	1.82	6.04	1.39	6 57
	30	2.32	7.09	2.38	7.57
	31	8.26	8.18	8.35	8.55





Grande